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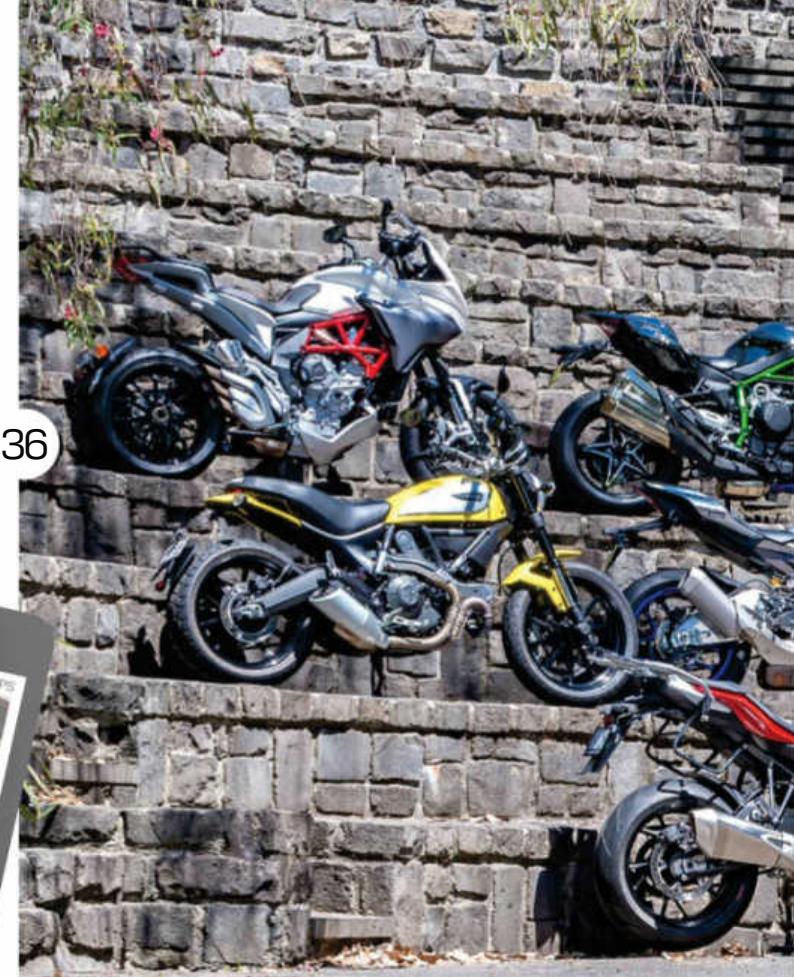
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Every year we gather together an embarrassment of two-wheeled riches for the noble purpose of choosing the best bike of the year – and for our own selfish enjoyment



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Deputy & Road Test Editor: Paul Young  
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Founding Editor: George Lynn

**ART DIRECTION AND DESIGN**

Art Director: Paul Andrews  
Designer: Still looking for one  
Creative Director: Stephanie Goh

**CONTRIBUTORS**

NZ: Bernard Carpenter, Terry Stevenson  
EUROPE: Sir Alan Cathcart, Michael Scott,  
Mat Oxley, Gold & Goose, Gordon Ritchie  
AND NOT FORGETTING  
Keith Muir, Tim Munro, Ben Purvis, Colin Young,  
Neil Spalding, Simon O'Leary, Hamish Cooper, Peter Baker,  
Gordon Haywood, Sam MacLachlan, Kevin Eeles, Josh Evans,  
Phillip Tooth, Dean Mellor, Danny Zemp & Mark Bracks

**PRODUCTION**

Production Manager: Ian Scott  
Advertising Co-ordinator: Sourita Phommaseseng

**ADVERTISING**

Group Sales Manager: Brian Vegg  
0401 712 942 brian.vegg@amcn.com.au  
Brand Sales Managers  
VIC and TAS: Mal Jarrett  
mal.jarrett@amcn.com.au  
0407 726 682  
NSW, SA and WA: Dale Johnson  
dale.johnson@amcn.com.au  
0403 743 587  
QLD Sales Manager  
Todd Anderson - 0409 630 733  
todd@motormedia.com.au

**MANAGEMENT**

BIDEFORD BLACK PTY LTD  
Publisher: Matt O'Malley  
0419 901 863 matthew@amcn.com.au  
Publisher: Jim Flynn  
0449 801 899 jim@amcn.com.au  
Financial Controller: Stuart Harle  
accounts@amcn.com.au  
Accounts Assistants: Fiona Trickett and Eva English

**CONTACT AMCN**

Australian Motorcycle News  
A: PO Box 20154, World Square, NSW 2002  
P: (02) 9186 9186  
E: amcn@amcn.com.au  
ISSN: 1320-2103

**SUBSCRIPTIONS\***

6 months/13 issues: Australia: \$74.95 (incl GST)  
1 year/25 issues: Australia: \$135 (incl GST)  
Overseas Airmail: \$A250 (incl GST)  
www.magshop.com.au  
E: magshop@magshop.com.au  
Mail: Magshop, GPO Box 5252, Sydney, NSW 2001  
P: 136 116 (8am to 6pm EST Mon-Fri)

\*Recommended and maximum price only including GST.  
All motorcycle prices listed are recommended retail only  
unless otherwise stated.

Published by Bideford Black Pty Ltd ABN 26 602 607 045,  
4 / 74 Foveaux St, Surry Hills NSW 2010. The trade mark Australian  
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Distributed by Network Distribution, 54 Park St, Sydney, (02) 9282 8777.  
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# ed's desk

CHRIS DOBIE



## Thanks for having a go

**ARGUMENTS, COUNTER-ARGUMENTS**, changed minds, frayed nerves, long days and even longer nights ... that's AMCN Motorcycle of The Year (MOTY) in a nutshell. If you think we assemble the contenders with a pre-determined idea of what bikes will be front-runners, you'd be very wrong – nothing prepares you for evaluating 10 vastly different motorcycles back to back. For two days it appeared a decision on a winner was going to come down to the narrowest of margins. It wasn't until day three that a clear picture began to emerge, and as you will discover when you dive into our 27-page MOTY special on page 36, the victor pulled away in the last few furlongs.

Paul Young begins the MOTY feature by declaring all of the participants winners, and he's right. On behalf of the Australian motorcycle-riding community I'd like to congratulate all the manufacturers on having the balls to have a go rather than playing it safe. There are certainly no wallflowers in the class of 2015.

Sure, there will be some who don't agree with our decision, and I wouldn't have it any other way. Passion is what drives our industry. Very few, if any, buy a motorcycle based on its colour and a catchy advertising jingle. And they won't pick one brand over another because of a small cashback offer. We choose our machines based on lifestyle and an allegiance to a brand which is often passed from generation to generation. So if you don't like our 2015 MOTY decision, that's great – write in and tell us why you think we are wrong. Just don't expect us to change our mind, because like you, we know we are right.

**CHRIS DOBIE**

I'd like to congratulate all the manufacturers on having the balls to have a go rather than playing it safe.



# the know

IT HAPPENED SINCE LAST ISSUE

## Suzuki's 2017 GSX-R1000 debuts

Variable Valve Timing on its inline-four superbike!

### HEADLINING SUZUKI'S MILAN

presentation was the 2017 GSX-R1000. Since the release is so far off, technical and performance figures are scant, but the firm revealed enough to prove it's aiming to leapfrog from the bottom of the tech-toys ratings to the very top.

As well as having 10-level traction control and a rev-matching quickshifter, it's promised to feature race-style launch control and a drive mode selector allowing multiple engine maps – one of the few pieces of tech the current GSX-R offers.

The killer blow came when Suzuki announced that the 2017 GSX-R1000 will



The 2017 GSX-R1000 sends a clear message that Suzuki is looking to regain global top litre bike honours

be the first in its class with Variable Valve Timing. While we've seen VVT on Ducati's Multistrada and now the new XDiavel, four-cylinder superbikes haven't jumped on the technology yet. That's because the systems currently available would struggle with

the 14,000rpm rev ceilings and the fast changes in engine speed associated with high performance fours. Details of Suzuki's set up aren't known, but the firm says it works only on the intake camshaft and that the cylinder head also features a new type of finger

follower rocker arm valve train, so it's likely the two technologies are connected.

The chassis promises a lot, with the same Showa Balance Free Front (BFF) fork that debuted on the 2016 Kawasaki ZX-10R, plus a matching rear shock.

## Ducati's off-road Multistrada

**DUCATI UNVEILED** a true adventure bike at EICMA in the Multistrada Enduro. On the outside, it gets wire wheels, with a 19-inch front and 17-inch rear, and rather unique bodywork with a longer snout and anodised aluminium side panels. The tank, at 30 litres, is larger than the normal Multistrada and promises a 450km range, while the seat is higher at 870mm, but narrower than the road model.

Power comes from the same 120kW engine, complete with variable valve timing, but there's 30mm more wheel travel at both ends from the semi-active Skyhook suspension. The swingarm is double-sided and the exhaust raised to avoid damage.

The Enduro is 234kg dry – up from 209kg for the road – which rises to 256kg wet, but that's still 4kg lighter than the less powerful BMW R1200GS Adventure.



The Multistrada Enduro represents a much more hardcore dual-sport option from Ducati

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### QUICK SPIN

#### RETRO XS

Yamaha serves up a dose of hip styling and riding pleasure in the LAMS XSR700

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The R nineT based concept Scrambler has made it into production for MY2016



## BMW Scrambler

**BMW TEASED US** with a R nineT-based scrambler concept earlier this year and here's the production version for 2016. The Scrambler gains a right-way-up fork and the wheels are new to give that scrambler look, with a 19-inch front rim to allow knobby tyres to be fitted.

The bike will come

fitted with alloy wheels, but wire-spoked versions are set to be part of an extensive options list. Neat touches like the R nineT's removable pillion seat subframe are retained, and many of the same accessories will fit both models.

The high-level exhausts, long, flat seat and fork gaiters keep the

retro theme going along with brakes that, while still made by Brembo, aren't quite as beefy as the radial-mount versions on the R nineT.

In terms of spec, it's the same R nineT engine but with revised mapping and a carbon canister in the fuel system to help meet Euro4 regulations.



## KTM Super Duke GT

**KTM RECKONS THE** 132kW 1290 Super Duke R is the perfect basis for a long-distance tourer and, as such, unveiled the Super Duke GT at EICMA. Okay, so the GT's retuned version of the 1301cc V-twin engine only has 129kW, but you're unlikely to notice it since the revamp has stretched

its power band for torque over a wider range.

The GT gains a bigger, 23-litre fuel tank and a lengthened, strengthened rear subframe with integrated pannier mounts to add to its touring credentials. There's also cruise control, heated grips and tyre pressure

Serious long haul tourers will appreciate the user-friendly add-ons fitted to KTM's new GT

sensors as well as hill start assist. The tech package also includes stability control and lean-sensitive cornering ABS, with the usual endless settings and modes, plus a quickshifter.

Despite all that, the bike still keeps to the KTM tradition of light weight, weighing just 228kg wet.

## City Adventure

As crazy as it seems, Honda believes the dual-sport trend could extend as far as commuter bikes, and has created the City Adventure scooter. Honda hasn't revealed any info, but it uses the 745cc engine – and probably the tubular steel frame – of the NC750 range.



## SV650 is back

A re-worked version of Suzuki's Gladius – now carrying the original SV650 name – broke cover.

It's been significantly tweaked with more than 70 chassis changes, an 8kg weight loss and 60 new engine parts to get through Euro4 rules. Power also rises from 53kW to 56kW. Appearance is old-school – gone are the swoopy panels, replaced by straightforward shapes on the tank and tail. There'll be a LAMS-approved model, too.



## Aprilia works SBK

There wasn't much in terms of new bikes from Aprilia but the firm launched "Factory Works" track-only versions of its RSV4 that are effectively off-the-shelf racebikes. The scheme is intended to be used by real racers or cashed-up trackday fanatics who want to experience real, works-prepared race machines. As such, there are a range of models on offer to suit differing championship regulations and budgets.

COLUMNS

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Sam MacLachlan introduces us to his least favourite group of motorcyclists

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## STONER IS BACK

Aussie motoGP champion Casey Stoner has signed a test rider deal with Ducati

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# the know

IT HAPPENED SINCE LAST ISSUE

## Yamaha's 2016 supernaked

Yamaha finally builds a YZF-R1-powered nakedbike!

### YAMAHA UNEXPECTEDLY

**THREW** its hat into the supernaked ring when it unveiled an inline-four 1000cc nakedbike. But the bigger shock was that the MT-10 is powered by a retuned version of the 2015-spec YZF-R1.

The engine has been detuned with different pistons, a new crankshaft, changes to the intakes and exhausts as well as new settings for the engine management. The result will be reduced power, although Yamaha hasn't revealed any specifics. Expect at least as much as the BMW S1000R (118kW), though.

Like the bodywork, the electronics have been stripped away. Where the R1 gets all the bells and whistles for its traction control including an inertial measurement unit, the MT-10 makes do with three-mode traction control. There are also three selectable engine modes, and a slipper clutch has been thrown into the equation to soften deceleration on downshifts. The bike comes with ABS.

One surprising addition is cruise control; the Yamaha system works in the top three



gears and will hold the speed anywhere you desire between 50km/h and 180km/h.

The chassis appears to be identical to the R1's, but with retuned rigidity.

The suspension is also R1-derived, but with bespoke damper settings. It all points towards a machine offering

lightning fast reactions given the leverage of wide bars and the short 1400mm wheelbase.

Weight hasn't been revealed, but given its R1 roots, it's highly likely to be light enough to keep it more than competitive with the other top-line naked superbikes in the category.



While the Sixty2 has a smaller capacity to comply with LAMS restrictions, it's not obvious to the eye



## LAMS Scrambler

A **LAMS-APPROVED** smaller-engined version of the Ducati Scrambler has been on the cards ever since the original version was launched, and now it's here in the form of the 399cc Sixty2 model. You'd be hard pushed to tell from looking at it that the engine is less than half the size of the 803cc model though.

In terms of performance, it means you get 30.5kW instead of 55kW, so while capacity is halved, power isn't. Engine aside, the Sixty2 gets a cheaper, steel swingarm and a right-way-up Showa fork instead of an upside-down, a more conventional licence plate hanger than the bigger Scrambler, and a lower, more accessible seat.



## Ducati 959 Panigale

**DUCATI'S 899 PANIGALE** is gone for 2016 and is replaced with a larger-capacity version. Despite the 959 tag, the new version is 955cc, achieved by stretching the stroke from 57.2mm to 60.8mm. Power is higher as well with the bike making 117kW, up from 110kW, and there's a

similar boost in torque.

In some markets, including Europe, the 959 loses the older Panigale's under-engine exhaust in favour of stacked twin silencers on the right-hand side, but Australia gets to keep the more attractive old-style system – at least for the moment.

Less obvious styling changes mirror those that the 1299 Panigale received when it evolved from the earlier 1199. The nose is wider, with larger air intakes than the old 899 version, and the screen is taller. The side panels are slightly redesigned, as are the tailpiece and rear lights.

Two new models comprise the V9 range: the Bobber and the Roamer (pictured)



## Moto Guzzi V9 range

**MOTO GUZZI'S NEW V9** range is made up of two models, the V9 Roamer and V9 Bobber, and marks the debut of a new-ish 850cc engine. The two models are largely identical, separated by mudguards – the Bobber gets shorter ones front and rear – and front wheels; the Roamer uses a narrow,

19-inch front while the Bobber has an over-fat 130-section 16-incher. The Bobber is lower, with a 770mm seat height and lower-set handlebar. The weight of both bikes is claimed to be 200kg.

The engine might be bigger than the V7's motor, but don't go expecting serious performance.

Claimed power is just 41kW at 6250rpm, allied to 62Nm of torque at a low 3000rpm. What power there is goes through a six-speed gearbox and shaft drive to the rear wheel, where it's tamed by traction control. If you want more tech, there's an optional system to connect to your smartphone.

## Ducati Flat Track Pro

Add another 803cc Scrambler for 2016, the Flat Track Pro. It's a flat-tracker with numberplates on the sides, a new seat and the world's smallest front mudguard. Inspired by the machine raced this year by Troy Bayliss, it gets a smattering of parts from the options catalogue, including CNC-machined pegs, master cylinder cover and sprocket cover, aluminium mirrors and a smaller wind deflector.



## Victory Ignition concept

Victory's reveal wasn't a torque-heavy road-going version of the Pikes Peak Project 156 racer, but all hope is not lost. Although the bike revealed was a sporty cruiser concept dubbed "Ignition" designed by Swiss bike builder Urs Erbacher, it's powered by a water-cooled 1200cc engine based on the prototype racebike. The good news is the firm took the opportunity to announce the same engine will power an "upcoming 1200cc class motorcycle".

Victory's Ignition has started something...



## Indian Scout Sixty

A lower-capacity version of Indian's Scout was announced at EICMA with the reveal of the 999cc Scout Sixty. Using a 999cc V-twin (60 cubic inches, get it?), it's capable of 58kW and 89Nm. The ergonomics are customisable via adjustable footpegs as well as accessory handlebar and set options. Standard, the seat is already a very low 643mm. Speaking of low, the price probably isn't as low as many would expect, carrying the same tag as the standard Scout at \$17,995 rideaway.

# the know

IT HAPPENED SINCE LAST ISSUE

## Ducati's aggressive XDiavel cruiser

Ducati aims squarely at American cruiser rivals



**FOR THE FIRST TIME** in decades, Ducati will offer a proper feet-forward cruiser for 2016 in the new XDiavel. The name suggests a derivative of the Diavel, but little is shared between the two machines.

At its heart lies a new version of the Testastretta V-twin derived from the

Multistrada's "DVT" version, with variable valve timing, but there's a 3.6mm longer stroke to bring capacity up to 1262cc. Despite the capacity increase, power is lower than either the Diavel or the similarly powerful Multistrada, although at 116kW it's well ahead of traditional cruisers. The highlight here is torque,

which peaks at 128.5Nm at a mere 5000rpm.

The chassis is a new, conventional steel trellis, and the suspension consists of a 50mm Marzocchi fork and a Sachs monoshock. The brakes are Brembo Monobloc radial-mount calipers.

As many as 60 ergonomic variations are available thanks

to four-position adjustable pegs, five different seat options and four handlebar set-ups. The belt final drive is also unfamiliar on a Ducati. A stack of smart technology includes three riding modes, an Inertial Measurement Unit controlling the cornering ABS and traction control, and a three-level launch control.

## Four on-trend Benellis

**BENELLI UNVEILED FOUR** all-new small capacity machines at EICMA, responding directly to growing market segments. While the 125cc and 135cc versions of the 12-inch-wheeled naked bike raised a few eyebrows, it was the 500cc parallel-twin adventure bike and scrambler models which stole the limelight. The TRK 502 adventure bike will be available in both road and off-road focused versions with wheel sizes, travel and design the only differences. Suspended

on an upside-down front fork and a laterally mounted monoshock, the two lower-capacity machines look every bit as capable as some of their larger-capacity rivals, though Benelli's new Chinese ownership and subsequent production costs should see them very competitively priced.

The firm also used EICMA to unveil a fully faired 300cc LAMS-approved sportsbike dubbed the Tornado 302. They're all due for Aussie arrival in the second half of next year.



Benelli pulled the covers off an extensive range of smaller capacity models at EICMA



## MT-09 goes retro

WHEN YAMAHA UNVEILED the XSR900 it was precisely what we'd expected: the guts of an MT-09 wrapped in retro styling, taking cues from the XSR700 and the Roland Sands "Faster Wasp" concept.

In terms of engine specifications, the 847cc three-cylinder power plant is unchanged,

making the same 84.6kW as in the MT-09, and torque is also the same at 87.5Nm. The frame, suspension and brakes – only available with ABS – are also taken straight from the triple.

What's new is the bodywork. Yamaha says it has made a point of minimising the plastic and emphasising the

metal parts. The tank covers are aluminium, but that's about as far as the bodywork goes. Parts like the alloy plate beneath the seat and the matching headlight bracket help to give the bike a more solid appearance. It's not entirely false, either, since the XSR900 is 4kg heavier than the MT-09.

Bimota pushes the design envelope with the Impeto and futuristic Tesi 3D RaceCafe Carbon



## Bimota beauties

BIMOTA ADDED TWO models to its range at EICMA with the Ducati Testastretta-powered Impeto nakedbike and the Tesi 3D RaceCafe Carbon. The first completes the DB8 and DB9 line, since the DB8 is fully faired, the DB9 has a part fairing, and now the Impeto removes the bodywork entirely.

The frame, engine and tank are carried over, but the huge LED headlight is new, as is the tail. The

chassis combines billet aluminium with tubular sections, and there's the usual off-the-shelf Öhlins and Brembo bits in terms of springing and stopping. Already making 119kW, Bimota also introduced a supercharger that can be fitted to any of its Testastretta-powered models which the firm says is good for a 20 per cent boost. It's pretty mad, but Bimota's other new model makes the

Impeto look sane and probably cheap.

The Tesi 3D RaceCafe Carbon is powered by Ducati's air-cooled 803cc engine, and the styling is reworked in something approximating a café racer mould, albeit one fitted with the world's weirdest suspension. Oh, and the trellis-style front and rear swingarms on the new Tesi are made using carbon tubing rather than metal.

## Naked Husky

Forget the fact that Husqvarna calls its new Vitpilen 701 a concept bike – it's a pure Duke 690 with a retro café-race style laid on top. We've already seen this bike and the smaller-engined Vitpilen 401 undergoing tests in prototype form, suggesting that both will be revealed simultaneously, probably for Husqvarna's 2017 model year.



## Bigger Hypers

Ducati's Hypermotard and Hyperstrada get a capacity hike for 2016, rising from 821cc to 937cc. But this increase is not reflected in the power – at 84.3kW it's just three per cent higher than the earlier model, while torque is up 10 per cent at 97.9Nm. The bigger bore and a new exhaust are largely in pursuit of improved emissions instead of more performance. There's a Hypermotard SP model, too, with Öhlins suspension and Marchesini wheels.



## Six Explorers

Triumph's Explorer range is being stretched to six models, with four of them gaining semi-active suspension. Where there were just two machines before, there are now three XRs and a trio of XC, copying the layout of the Tiger 800 range. Only the four top-tier models are bound for Australia – they get WP's semi-active suspension, an inertial measurement unit governing the TC and ABS and three engine modes.

Four models of the new Triumph Explorer range are destined for our shores



# the know

Event news

## Kawasaki's supercharged 600

It's only a drawing – at least for now

**JUST WEEKS AGO** Kawasaki revealed a new version of its supercharger technology at the Tokyo Motor Show in the form of the Balanced Supercharged Engine. Now Kawasaki has hinted that the bike set to carry the BSE will be a smaller capacity model than the 998cc H2 and H2R.

Dubbed the SC-02 Soul Charger, the new design looks like an evolution of the shape revealed in the SC-01 Spirit Charger – drawings of which were also revealed in Tokyo. But while the SC-01 is a sports-touring derivative of

the H2, the SC-02 is set to be a smaller-engined machine, fitting with rumours that the next supercharged Kawasaki will be a 600cc four-cylinder.

It's set to feature the Balanced Supercharged Engine, which includes a new supercharger with variable intake geometry to alter the performance depending on revs and throttle position.

When will we see the production version? Well, the H2 appeared a year after its engine was first shown, so sometime in late 2016 seems a good bet – fingers crossed.



No matter  
what ...



where ...



## The Flying Fortress

HAVING SEEN SPY pictures of the production derivative of last year's Moto Guzzi MGX-21 concept on test this year, we expected to see the production model in Milan. Instead, we got another concept.

Guzzi says this new concept – dubbed the MGX-21 Flying Fortress – is “very close to the final one to be delivered to dealers”, so expect a production model in the near future.

It's a bagger defined by its massive 21-inch front wheel

and completely carbon-clad bodywork. Even the front wheel – which is made of aluminium – gets carbon fibre coverings.

The engine is the 1400cc unit from the California, and the frame has been altered to suit the huge front wheel. While Guzzi is still short on specs, it does say it will have a stereo with Bluetooth integration, plus an intercom and standard equipment including three-mode traction control and LED lighting.



## New Brutale 800

**MV AGUSTA USED EICMA** to unveil a significantly updated Brutale 800 for 2016. The firm hasn't revealed the extent of the engine changes needed to meet Euro4, but power is down from 93kW to 86kW at 11,500rpm. Don't despair, though, as all-important torque is up a fraction, from 81Nm to 83Nm, and peaks a full 1000rpm lower at 7600rpm.

MV also claims 90 per cent of it is on hand at 3000rpm.

In terms of the chassis, the wheelbase is shortened by 20mm to 1400mm, and the trail is increased from 95mm to 103.5mm. The fork is a 43mm Marzocchis allied to a Sachs rear shock, and the brakes are Brembos linked to the latest Bosch ABS 9 Plus system.

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**The 2015 Women's World Motocross Champion Kiara Fontanesi is dating MotoGP's Rookie of the Year, Maverick Viñales.**

# 240

**Is how many hours a year a Melbourne commuter could save by swapping their tin top for a motorcycle**

Don't believe us? We prove it on page 86



## TRACKDAYS BACK AT SANDOWN

Ride days will back at Victoria's 3.1km Sandown circuit in Victoria from Monday 14 December through Ride-Tek. Numbers will be capped at 25 riders per group with participants divided into four groups, determined by level. For \$170, riders will get seven 15-minute sessions, access to fully-accredited rider trainers and mechanical technicians. Powered pit garages will also be available at an additional cost. As usual, helmet, gloves, boots and full leathers are mandatory.

Depending on the results, Ride-Tek will run regular trackdays at the suburban racetrack next year. For more info contact Ride-Tek on 1300 788 382 or visit the Ride-Tek Facebook page.



## GOING, GOING... NOT GONE

The company which purchased the troubled American EBR brand at auction in June this year for US\$2.25 million (\$3.1m) is unable to front up the cash. According to reports, Atlantic Metals LLC, which purchased the rights, trademarks and manufacturing assets of Erik Buell Racing has defaulted on the sale. EBR will go back under the hammer on 10 December 2015.

## eRR, BMW'S SUPER ELECTRIC

BMW unveiled an electric-powered superbike concept in the lead-up to EICMA, which it says will accelerate up to 60km/h quicker off the line than its 1000cc in-line four-cylinder counterpart. Built in collaboration with the Technical University of Munich, it's dubbed the eRR and is a natural, two-wheeled extension of the firm's i3 and i8 hybrid cars which have met with high acclaim.

There's no word yet on the motor or the batteries under the eRR's fairing, or whether the project is slated for anything more than a look-what-we-can-do exercise. Stay tuned...



**"The reason I came here was to show everyone I'm serious ... My main goal is to race here or in British Superbike"**

Aussie Grand Prix veteran Anthony West after winning the seventh round of the American-based ASMA series. He was riding a Kawasaki ZX-10R at New Mexico's Arroyo Seca Circuit and smashed the superbike lap record in the process.

## word on the street

**"But when the flag drops the shit stops"**

Jeremy McWilliams on the banter surrounding the 2016 AMCN International Classic.



**"The challenge of becoming the first rider to win both [world] titles appeals to me"**

2006 MotoGP world champ Nicky Hayden on his 2016 WSBK chances.



**"I said 'give me about 30 seconds to think. Umm, okay. I'll do it!'"**

Ben Henry on Troy Bayliss' offer to co-own and manage a team in the new-look ASBK series.



## TRIFECTA!

Australia has been declared the 2015 ISDE Outright Winners after an appeal ruled in our favour, having already taken out the 2015 Junior and Women's trophies.

## BIKE GOLD

Gold Coast Councillor Greg Betts has commissioned an investigation into the feasibility of footpath parking for motorcycles in a bid to ease parking congestion.



## Hot & Not

**AMCN'S THERMOMETER**



## JUST HIS LUCK

Jorge Lorenzo suffered burns to his left leg during his home-town title celebrations when the YZF-R1 he was riding ruptured a radiator hose.

## DAVE DOWN

Dave McKenna suffered a compound fracture in his left big toe as well as a fractured right foot when a high-chair wheelie turned into a nasty accident at the Sydney Motorcycle Show.

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# Bayliss Midas touch for ASBK

### Summer series first step in a multi-year deal

**IN WHAT COULD** prove to be the biggest shake-up to Australian domestic racing in decades, three-time Superbike World Champion and Grand Prix winner Troy Bayliss and his company, Troy Bayliss Events, will take over the promotion of the Australian Superbike Championship from October next year and turn it into a "summer series".

The plans were revealed at the Sydney Motorcycle Show last weekend with Bayliss declaring he wants to return the series to its glory years. "We've realised ASBK has been a bit dull with a few troubles along the way, but things have changed in the past 16 months," he explained.

"There have been some changes in Motorcycling Australia (MA) with people I believe in, they are straight shooters. While talking to guys about what we could do to make the championship stronger we found ourselves

in a situation where we – Troy Bayliss Events – will be taking over the championships at the end of 2016. We plan to change it around and turn it into a summer series which will run from October through until April each season."

For the short term, MA will continue to promote the series in a condensed 2016 six-round series that will commence in February – alongside the Superbike World Championship at Phillip Island (26-28 February) – and conclude with the final round at Morgan Park (Queensland) in June next year. A winter hiatus will be followed by the new-look summer series, which will begin at the Australian MotoGP at Phillip Island in October 2016. Bayliss' business partner Mark Petersen said the deal is for three years with an option.

"The series will be branded as motoSBK but we will also have ASBK in the title to

### Summer riders

**TURNING THE ASBK** Championship into a summer series opens up a range of opportunities for riders and fans. Overseas riders will be enticed to escape the cold European winter and head to the sun-drenched land Down Under, just as they were by the successful Swann Series of the 80s. This will allow Aussie riders to measure themselves again European opposition before heading overseas.

The move also means the series will no longer compete with winter ball sports such as AFL, NRL and rugby for mainstream media coverage and spectators.

distinguish it as an MA-backed series," he said.

New MA board member Peter Goddard, himself an Australian Superbike and World Endurance Champion, told AMCN that having someone of Troy Bayliss' calibre taking over promotion of the series will benefit everyone concerned. "He is a proven winner," Goddard said. "He has put so much back into the sport since he has retired from world championship racing, including dirt track racing and the motorcycle shows."

**MARK BRACKS**



### Bayliss takes Ducati to ASBK

**JUST 24 HOURS** after MA announced the motoSBK deal, Troy Bayliss confirmed his Desmo Sport Ducati Superbike Team will field a Panigale 1299 for ASBK champ Mike Jones.

"This is probably more exciting than winning the championship this year," Jones said.

Bayliss is the co-owner of the team with Superbike privateer, Ben Henry, who will be Team Manager.

"When Troy asked me I said 'give me about 30 seconds to think. Umm ok.'

The announcement sees Ducati return to the championship as an official entry for the first time since 2010 when Paul Free ran a distributor-backed operation for Jamie Stauffer and the satellite Motologic team.

"Three years ago I thought about having a team in the Australian championships, but now the timing is right," said Bayliss



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### The year was...

001985

**JOHN HOWARD REPLACED** Andrew Peacock as the Federal Liberal leader and a young man entered the House of Representatives and took a seat at the front bench wearing a chicken suit. TV soap *Neighbours* was launched on Network Seven only to be axed six months later and relaunched on Channel 10. Greenpeace's Rainbow Warrior was sunk by French agents and Mikhail Gorbachev became the Soviet leader. The year also went down as one of the worst on record in aviation history.

### How much?

Sidecars were all the rage back in the 80s, so much so that there were workshops running full time to service and sell them! Not only could you get body and chassis kits specially made for your ride, you could also get away with carrying a helmet-less passenger in Victoria!

\$695



### Era tech

The Nintendo Entertainment System, or NES, brought happiness and anti-social screen worshipping to millions after its US release in 1985. With such classic titles as Super Mario Bros, Duck Hunt and The Legend of Zelda, how could you not get addicted? The eight-bit box of fun revolutionised gaming and quickly became the best-selling console of its time.



### Round the traps

**News** PLO terrorists attacked an Italian cruise ship with 80 passengers and crew on board, the USA enacted a bill to balance the budget, Paul Hogan aka Crocodile Dundee was named Australian of the Year.

**Sport** Stefan Edberg took the Australian Open Tennis Grand Slam. What a Nuisance won the Melbourne Cup and the LA Lakers beat the Boston Celtics in the NBA finals.

**Music** Whitney Houston released her first album, Michael Jackson was immortalised in wax at Madame Tussauds and Madonna began her very first tour: The Virgin Tour.

Vol. 35 No. 4 Aug 30 to Sept 12



IN-SERVICE TEST:  
YAMAHA'S XJ SERIES

### EXCLUSIVE TEST! BIMOTA DB1 ROADSTER



PLUS 1986 NEW MODELS, TAS 2-HR, Mr MOTOCROSS, TEAM AMCN, NEWS & COLUMNS

AMCN VOL Vol 35 No 4  
103 pages, \$1.75

On sale  
30 Aug-12 Sept 1985  
Editor: Bob Maron

### COVER

We got the lowdown on an alluring Italian, the Bimota DB1 Roadster. It rode as good as it looked thanks to Ducati's delicious 750F1 engine. We also conducted a full in-service test on Yamaha's XJ Series, reported on the Tassie two hour, and took a peek at Clyde Wolfenden's team Honda armoury...

He said that?

"It all seems a little ludicrous, searching vehicles and banning cans or bottles. It's also a huge inconvenience..."

Brian Wilkins, NSW Motorcycle Council Chairman on imposed grog limits at Bathurst.

### ERA AD

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## News

Brian Reid put in a stunning ride at the Ulster Grand Prix to win the Formula 2 TT, carving 3.8 seconds off Tony Rutter's lap record.

Australian Wayne Gardner, Team Honda Britain's number one rider, won the Suzuki 8 Hour Endurance race with teammate Nasaki Tokuno. He also confirmed his intentions to race the upcoming round of the Castrol Six Hour at Oran Park.

Motorcycling NSW started the "Look Bike" campaign in association with the Federal Office of Road Safety.



## Bike Test

### BIMOTA DB1 ROADSTER

|            |                           |
|------------|---------------------------|
| ⊖ Engine   | 748cc                     |
| ⊖ Power    | 46.6kW @7500rpm (claimed) |
| ⊖ Torque   | 61Nm @6500rpm (claimed)   |
| ⊖ Gearbox  | Five speed                |
| ⊖ Weight   | 160kg (dry, claimed)      |
| ⊖ Fuelling | Carbureted                |

Two of the greatest names in European motorcycles brought together their greatest attributes to create the road-going DB1. Very much a racer without the engine mods, Bimota's DB1 actually went on sale for less than the Ducati F1 from which its engine was supplied. Two models were released simultaneously in 1985, the first a no-holds-barred racer and the second a roadster dressed with lights and indicators. The bike is renowned for its superb engine and razor sharp handling courtesy of a lightweight chassis and Marzocchi M1 fork.



## Sport

In front of a huge crowd at Sydney's Oran Park, West Australian Jeff Leisk dominated the Castrol Mr Motocross with yet another win to round out the series

→ Mick Hone Suzuki's Rob Phllis won the Tassie 2-hour race at Symmons Plains after a last lap battle with Kawasaki mounted Len Willing

→ English rider Dave Thorpe continued his domination of the World 500cc Motocross Championships after he and Belgian title holder Andre Malherbe staged another epic batter in the second last round at Luxembourg



**"Ajay was good, there's no two ways about it ... but at times his throttle hand got the better of him"**

Clyde Wolfenden on the clash between his team Honda riders at Calder Raceway

### Championship standings after 11 of 11 rounds



500cc  
250cc  
125cc

Freddie Spencer  
Freddie Spencer  
Fausto Gresini

PICS OF THE ISSUE: Motorbike riders have more fun, even in black and white!



1. Yamaha XJ900F owners complete with funny helmets, turbocharged engines, and "space" aerofoils. Ahead of their time? We think not.

2. Ben Middlemiss had a year he'd rather forget on the Honda, despite some stellar form at the season-opening rounds.

3. Ex-Team AMCN rider, Mark Lithgow, had to withdraw from the Western Underwriters Superbike Series due to injury, but maintained a healthy sense of humour.

# the know

Next issue →



**It was an opportunity we just couldn't resist – we put the new 2015 four-stroke Honda CRF450R head to head against the most infamous big-bore two-stroke dirt weapon ever produced: Honda's CR500.**

Head to head



## 2007 Ducati Desmosedici RR

Based on the GP6 machine which Loris Capirossi and Sete Gibernau rode in MotoGP in 2006, and the bike that took Casey Stoner to the top of the podium in the 2007 World Championship, Ducati's Desmosedici RR was the first modern-day attempt at putting a racebike, with the highest specifications possible, into the hands of the everyday rider.

### What it's got

The Desmosedici is powered by a liquid-cooled, four-stroke 989cc, 16-valve, 90° "L" V4 Desmodromic engine with a DOHC. Power runs through a six-speed constant mesh gearbox.

The front suspension is a 43mm telescopic Öhlins FG353 fully adjustable fork with 120mm of travel. The rear has a dual-sided swingarm with Öhlins fully adjustable shock and 120mm of travel. Braking is handled by twin 330mm discs on the front wheel, clamped by four-piston Brembo radial monobloc calipers. The single 240mm disc at the rear is clamped by a dual-piston Brembo radial monobloc caliper.

The fuel tank holds 15 litres.

### Geometry

Frame: Tubular steel trellis. Rake: 24.5°.  
Trail: 96.5mm. Wheelbase: 1430mm.  
Seat height: 830mm. Weight: 171kg (dry).  
Wheels: 7-spoke alloy (17-inch front and rear).

### Performance

Power: 147.1kW @ 13,800rpm  
Torque: 116Nm @ 10,500rpm  
Compression ratio: 13.5:1  
Bore and stroke: 86mm x 42.56mm  
Top speed: 302 km/h (claimed)  
Number of units available: 1500

### Price

\$99,999 (+ ORC)

## Why these two?

These limited-production, road-legal MotoGP bikes are basically championship-winning machines with lights and indicators!

### Did you know?



The RC213V-S comes in a tricolour scheme as standard, and full carbon-fibre bodywork for the Sport Kit. When you add the Sport Kit you also relinquish the 24-month unlimited km warranty!

## 2015 Honda RC213V-S

Honda's RC213V-S is the road-legal version of Marc Márquez's championship-winning third-generation MotoGP machine. HRC describes it as "the world's easiest machine to manoeuvre"; note there are no claims about it being the fastest, although by dishing out another \$15K for the Sport Kit you're likely to add at least another 40kW of power, and 16Nm of torque to the "standard" version described below.

### What it's got

The RC213V-S is powered by a liquid-cooled, four-stroke 999cc, 16-valve, 90° PGM-FI V4 engine with a DOHC. Power runs through a six-speed constant mesh gearbox. The front suspension is a 43mm telescopic Öhlins TTX25 fully adjustable fork with 130mm of travel. The rear has a dual-sided swingarm with Pro-Link Öhlins TTX36, fully adjustable shock with 64mm of travel. Braking is handled by twin 320mm Yutaka discs on the front wheel, clamped by four-piston Brembo radial monobloc calipers. The single 220mm disc at the rear is clamped by a dual-piston Brembo radial monobloc caliper.

The fuel tank holds 16.3 litres.

### Geometry

Frame: Diamond aluminium. Rake: 24.6°.  
Trail: 105mm. Wheelbase: 1465mm.  
Seat height: 830mm. Weight: 170kg (dry).  
Wheels: 7-spoke alloy (17-inch front and rear).

### Performance

Power: 117kW @ 11,000rpm  
Torque: 102Nm @ 10,500rpm  
Compression ratio: 13:1  
Bore and stroke: 81mm x 48.5mm  
Top speed: Over 300 km/h (claimed)  
Number of units available: 250 (est)

### Price

\$245,000 (+ ORC)

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# access

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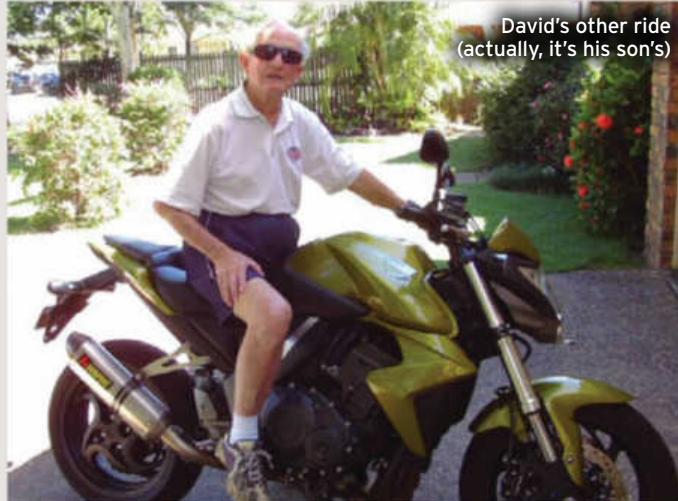
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### Letter of the issue

#### High km model

Dear Sir,  
I have been getting *Australian Motorcycle News* for years now, and really enjoy them, as every other reader does no doubt.

I am now 90 years of age, born 19/02/1925, will be 91 in about 3 months' time. I have been riding a Year-2008 Sym Le Grande 200 Scooter Cruiser for years now, and enjoyed the quick spin article in last month's edition (Vol 65 No 09). I have done 21,000km on the scooter and am always dreaming up an excuse to get out on the road, just to enjoy the pleasure. Your article states that it is



slightly cumbersome. The weight factor was something to be considered when I bought it.

The old, old saying, that if you can't pick it up when you drop it, then you should not be riding it, is a good yardstick.

However, I have only dropped it once and had no trouble picking it up. I do most of my riding in urban travel and enjoy the high presence that you have on this scooter. When I first got it I rode it with my feet straight up and down, just like the author of the article.

I very soon found out that the ideal feet positions are on the 45° foot plates (cruiser style), just behind the front wheel. A good article that does the scooter justice.

I have been promising myself to do an article about the early motorbike days before and after the last war, however, that is another exercise.

Many thanks,

David Griffiths  
Via email

*David, since your letter arrived I have enjoyed a few chats with you and quickly discovered you have an endless supply of entertaining anecdotes, which I would love to share with our readers. Maybe you could help out Peter Miller with his request (below). Chris*

→ The hipsters need to stop stroking their beards, leave their lattes and clock up a few miles

#### On yer bikes, hipsters

Lindsay Swift (Vol65 No10) and his Bike Speak letter got me thinking. No doubt demographics and values have changed. I recall on my way to Carnarvon National Park in the mid-1970s, getting barred in Rolleston, last pub before the dirt started, because I was young, on a bike, from out of town and had long hair. I like to think it was because I was riding a XS650.

The hipsters need to stop stroking their beards, leave their lattes and clock up a few miles. I am talking the black/brown/red stuff as well as experience. A trip to Cedar Bay, FNQ, an ancestral site for some, by bike, could be the ticket.

Perhaps AMCN could also do the odd piece on the social history of motorcycling. Maybe start some stories Stateside with the emergence of "bobbed" motorcycles after WW2





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## Your say

and then the emergence of "chopped" bikes, a little later. Can't forget the Brits and Japanese sub-cultures, some interesting stuff here. I'm sure the AMCN readership, old and young, could make a worthwhile contribution. While language changes, the fundamental values motorcyclists share haven't. I live in hope.

Peter Miller  
Via email

*Peter, while I agree the history of motorcycling is an important story which should be relayed, it's the story of motorcycling Down Under that we want to focus on. AMCN contributors including Peter Whitaker, Don Cox, Hamish Cooper and Darryl Flack are on the case. Chris*

## Two wheels good, three wheels mad!

This is word of warning to all those people riding those three-wheeled death traps. I followed a guy and his pillion on a twisty back road a few weeks ago. He thought it would be a good idea to try to stay in front of my ZX10 (or should I call it a Ninja, Lindsay?). Although I was riding at 6/10ths, he was all over the place. It was like watching a toddler trying to steer a bike with training wheels. These things are

not motorcycles! They don't lean into a corner, they lean OUT of a corner. His pillion must have been shitting himself as he tried to late-brake into corners only to run wide with all the weight transferred to the outside front wheel. The more he tried to brake, the wider he went. There was nothing he could do, it was obvious this thing had a limited safe cornering speed and anything higher means you're on the wrong side of the road, or in the trees. The scary thing is I'm guessing they're being bought for pillion comfort, which means more people in the ambulance. Stick with the Harleys on the freeways and you'll be fine. One more wheel and you get air conditioning and a boot.

Mark Korsman  
Newcastle, NSW

*Mark, with the experience of track testing a Can-Am Spyder F3 (AMCN Vol 65 No 06) under my belt, my feeling is what witnessed was poor riding and nothing to do with the stability of a three-wheeler. Sure, they're not everyone's cup of tea, and they are not a motorcycle, but they are fun to ride. Chris*

## The non-race

What a race. These Hondas must be crap if they can stay

- These Hondas must be crap if they can stay within two hundredths of a second behind the Yamaha and not be able to pass it on the straight

## Instagram

@revheadecologist  
Finally a reason to stop in Cann River



← @monochromemotos2015  
My favourite photo

→ @harrisonpetercox  
This time last weekend I wasn't at work





Sharing butt space  
with the one of the best

within two hundredths of a second behind the Yamaha and not be able to pass it on the straight, even with the slipstream. Márquez always on Lorenzo's heels and not a single pass? Not even a try? What a charade. Sure, next year I will definitely spend my Sundays on the beach.

#### Rossi's loss

Perhaps I'm showing a bit of bias here, but it seems to me the reason Rossi lost the Championship was because of the penalty he received for his run in with Marquez in the Sepang race. Also, in how many races has Marquez dogged another throughout the race and not attempted pass in the last couple of laps, he even appeared to prevent Pedrosa from doing so.

Jonathon Brickwood  
Port Macquarie, NSW

#### Beaut scooter

I saw the article about the Quickspin on the Fonzarelli (Ehhhhh) and couldn't help but send a pic of my paddock "scoot" for the Australian MotoGP.

I much prefer the head-turning ability of my steed, especially from its credentials sticker. While the rest of the plebs were trying to get a scribble (that's his box in the back left corner) I had a quick poser test ride on the king's transport.

Shaun Dunford  
Via email

#### Back on board

As a 68-year-old pensioner with 50 years of almost daily riding I was looking for ways to save money to keep my 2008 GSX1400 running, as I do about 1000km a week and now have it up to 225,000km. Consequently I let my AMCN subscription lapse in September. Bad mistake. Withdrawal symptoms kicked in almost immediately. So I paid \$7.95 for the Vol 65 No 08 edition at a newsagent. On page 124 you were mirthfully introducing your new MT-07 LAMS long-termer to novice AMCN staffer Mark Vender as his steed for 12 months, along with some obligatory humiliation reserved for

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# access

Your say

new motorcyclists. Your last sentence made me laugh out loud: "Remember Mark, helmet then gloves." Mark, don't despair. I still occasionally do it after 50 years of kitting up. So this one sentence "made" me re-subscribe for 12 months this morning. As an aside, the only thing I really miss from the old days of AMCN is Boris and the inevitable Access rants supporting or decrying him. That was gold.

Don Williams  
Manly West, Qld

*Hi Don, if my attempts at humour are going to lead to more sales, I'll try it a little more often. Great to have you back on board. Boris back in the pages of AMCN? You never know. Chris*

## Ducks disease

Dear AMCN

Rather than reading your article on the MV Agusta Turismo Veloce I went straight to the specs. Seat height 850mm... well that's me done. Standing at 168cm in explorer socks I'd have to slide my ass off the bike (Pedrosa style) every time I stopped. Okay on a ride but no good in the commute. Thank God for manufacturers like BMW who provide a low seat option for my K1300s. Might have to invest in a trip to Russia for leg extensions if I shrink any more in my old age. Ride on!

Gary  
Brisbane, Qld

*I'll sell you some of my height if you like. Chris*

## Giz a squiz and win!

**Congratulations** Karlos, as this issue's Giz a Squiz winner you've won a copy of the *Hitting the Apex* DVD.

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Giz a quiz

**Rider** Karlos Neale  
**Bike** 2010 Speed Triple  
**He says** Affectionately known as Chunky Butt, she's a 2010, 15th Anniversary Speed Triple. Previous owner upgraded the suspension and I have just added a few bling bits, including carbon radiator shields and an R&G

tail tidy, which was fitted just after this pic was taken. Bug eyes are the best! She also has a few stickers which boosted power by 3hp... I love how raw this bike is, no electrickery, just a great handling ride with enough torque to keep a grin on my ageing melon.



Send us your ride via email to [access@amcn.com.au](mailto:access@amcn.com.au) or, if you're a carby and points kinda person, pop a pic and relevant info in the post addressed to Readers Rides, 12/20 Edward Street, Oakleigh, Vic, 3166.



Facebook



## Post of the issue

Before it was confirmed that Casey Stoner was returning to Ducati (see p. 134), we asked if you were keen to see it happen...



145 people like this.

Top Comments ▾

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 **Brendan 'Wig' Kibble** If the Ducati gig happens, fingers crossed he'll get the odd wildcard ride. It'd be a blast to see the fella chuck a MotoGP bike 'round a track in a race again. I don't give a toss about all the 'Armchair Experts' and their 'Stoner the Moaner' caper (how 'bout Rossi today folks?). Anyways...Casey could ride the shite out of a bike, bring it on!

Like · Reply · 33 · November 16 at 12:31pm

 **Jason Firth** To be honest Suzuki is the team that need him most. Like Ducati when he first got the ride with them they were at the back of the pack and Stoner put them on the podium. Unlike some other 46 riders..... Stoner rides the bike to the best of his ability, not make the bike to suit the riders ability.

Like · Reply · 16 · November 16 at 1:35pm

 **Snow Brenda Cotter** I'm a Honda fan but the way the handled stoner when he wanted to sub in for Danni early in the year was poor then taking days to admit the bike had a fault at Suzuka and then how they handled the whole Marquez v Rossi shit fight. I'd distance myself from Honda so go with the red bikes if the offer comes!

Like · Reply · 10 · November 16 at 11:44am · Edited

 **Ian Wilhelmsen** KTM! Casey could develop the bike next year then take on Honda, Ducati & the rest & win another world championship for a third manufacturer.

Like · Reply · 7 · November 16 at 2:26pm

↳ 1 Reply

 **Regan Swartz** Honda!!!! All the way! Ducati did stoner no favours

Like · Reply · 1 · November 16 at 12:38pm

 **El Grande Daniel Eu** Ducati would be better for him..

Like · Reply · 1 · November 16 at 3:16pm

 **Harry Miller** I wonder if Andy and Dovi would be more appreciative of Stoner's input, than Marquez currently is.

Like · Reply · 1 · November 16 at 1:03pm

## Shared snaps

@ Shane Buttress Here's an old pic of me ( on the right) at Bathurst with Mick in 1986. Kept that T shirt for years but alas , it eventually wore out. Coppers could never see the funny side of that.



@ Phillip Island Grand Prix Circuit The Irish are ready for a racing good-time at next January's 23rd Australian Motorcycle News International Island Classic. Do you think the Irish have what it takes in the Mitchelton Wines International Challenge?



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# quickspin

2016 Yamaha XSR700



■ TEST JOHN URRY ■ PHOTOGRAPHY YAMAHA EUROPE

## XS for beginners

Yamaha unleashes a retro-inspired LAMS middleweight

**YAMAHA AUSTRALIA** has just announced the new XSR700 is headed Down Under as a 655cc LAMS model. Having attended the international launch of the full-blooded version of the XRS700, I can assure Aussie riders that this is great news.

The first thing that catches the eye is the styling, so much so that I decided to have a quick game of word bingo. Hipster, scrambler, fashion, customisation, retro... yes, the XSR700 is another bike designed to appeal to a fashion-conscious buyer. To achieve this, Yamaha has taken the MT-07 as a base and bolted on a few extras to create a modern take on the XS models from the 70s.

For a small premium over the standard bike you get brushed aluminum covers, a new speedo, round lights, taller bar, an altered seat (below which the rear section of the subframe is now removable to help customisation) and some Pirelli Phantom tyres. Thankfully, in no way do these somewhat cosmetic features detract from the riding experience. In fact, they subtly enhance it.

While styling is subjective, I love the new look of the XSR – true to its roots without going overboard. The lights are neat, the flatter seat is comfortable and the new round digital speedo still has a gear indicator, fuel gauge and various trips. But it's the small changes that make the biggest difference.

The slightly taller bar and new seat put you in a more upright and comfortable riding position, a stance that really suits the XSR. It manages to strike a nice balance by giving the bike a laid-back attitude that matches the retro look. And it does this without detracting from the basic MT-07 strong points: fun and ease of use.

On a twisty back road, few bikes are as much fun as the MT-07 and the XSR is much the same. It may weigh 4kg more, but the XSR retains the MT's lightweight and agile chassis. You can really throw it around corners, while the sportsbike-size tyres mean you are unlikely to ever run out of grip. Ride it with a lot of enthusiasm and the soft suspension can start to protest, but only if you really push. And the standard ABS and four piston calipers provide more than enough stopping power.

However, as with the MT-07, the real star of the show is the engine. The parallel twin is a beautiful smooth-revving powerplant. Relaxed when required, more than happy to bang up a few wheelies if stirred into action, it's an engine that both new and more experienced riders can enjoy – even in its LAMS form (specs right).

It is not only great value and good looking, it's also an excellent bike to ride day to day. Look out for it in showrooms from January 2016.

"More than happy to bang up a few wheelies if stirred into action"

### ENGINE

|                   |                            |
|-------------------|----------------------------|
| Configuration     | Parallel twin              |
| Cylinder head     | DOHC eight valves          |
| Capacity          | 655cc                      |
| Bore/stroke       | 78 x 68.6mm                |
| Compression ratio | 11:1                       |
| Cooling           | Liquid                     |
| Fuelling          | EFI                        |
| Power             | 38.3kW @ 9000rpm (claimed) |
| Torque            | 57.5Nm @ 6500rpm (claimed) |

### TRANSMISSION

|             |           |
|-------------|-----------|
| Type        | Six-speed |
| Clutch      | Wet       |
| Final drive | Chain     |

### CHASSIS

|                |         |
|----------------|---------|
| Frame material | Steel   |
| Frame layout   | Diamond |
| Rake           | 24.5°   |
| Trail          | 90mm    |

### SUSPENSION

|       |                                   |
|-------|-----------------------------------|
| Front | Conventional fork, non-adjustable |
| Rear  | Monoshock, adjustable preload     |

### WHEELS/TYRES

|        |                 |
|--------|-----------------|
| Wheels | Cast aluminium  |
| Front  | 3.5 x 17        |
| Rear   | 4.5 x 17        |
| Tyres  | Pirelli Phantom |
| Front  | 120/70-17 (58V) |
| Rear   | 180/55-17 (73V) |

### BRAKES

|       |   |
|-------|---|
| Front | Twin 282mm discs, four-piston calipers, ABS |
| Rear  | Single 245mm disc, two-piston caliper, ABS  |

### DIMENSIONS

|               |                      |
|---------------|----------------------|
| Weight        | 186kg (wet, claimed) |
| Seat height   | 815mm                |
| Max width     | Not given            |
| Max height    | Not given            |
| Wheelbase     | 1405mm               |
| Fuel capacity | 14L                  |

### PERFORMANCE

|                  |                      |
|------------------|----------------------|
| Fuel consumption | 4.6L/100km (claimed) |
| Top speed        | 190km/h (est)        |

### CONTACT & SALE INFO

|                  |  |
|------------------|--|
| Testbike         | Yamaha Australia   |
| Contact          | <a href="http://www.yamaha-motor.com.au">www.yamaha-motor.com.au</a> |
| Colour options   | Forest green, Matt Grey  |
| Warranty         | 24 months, unlimited km  |
| Price            | \$10,999 (+ORC) LAMS model   |
| Aus Availability | January 2016   |

### PROS

- Excellent engine
- Low price
- Surprisingly good handling

### CONS

- Suspension is soft
- Being labelled a hipster!
- Too easy to misbehave on



**EXON**

Dave McKenna  
Yamaha Factory Stunt Rider



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# quickspin

2016 Harley-Davidson Iron 883



■ TEST KELLIE BUCKLEY ■ PHOTOGRAPHY JASON CRITCHELL

## Iron clad

Styling and price ought to make the new Iron 883 a hit

**YOU KNOW HARLEY-DAVIDSON** is changing with the times when its marketing gaff quotes the bike's stylist as saying, "It's always been my vision that this bike will look better with some dirt. As it is ridden, it may get some scuffs, scratches or character marks. We can't do this at the factory, that is the privilege of the owner."

At less than \$15,000 ride away, the 2016 Iron 883 is likely to be purchased by a first-time Harley buyer with an eye for custom. Not only is the Iron one of the smallest capacity bikes in the firm's line-up (at 883cc), with its Dark Custom styling it's aimed squarely at a younger market.

The thing you initially notice sitting on the Iron 883 is the super neutral ergonomics. The 'pegs are more nakedbike than cruiser and there's little to no reach to the bars. However, it's definitely more cruiser than naked in terms of ground clearance. I managed to scrape the 'pegs riding through the aftermath of a typhoon in the centre of Tokyo, but on a bike like this it probably just adds to its bobber ambitions.

The shorty front guard, narrow drag bar, blacked-out exhaust, small ribbed air cleaner and solo seat all contribute to the on-trend bobber look. The drilled holes visible on the front guard mount, drivebelt cover and the exhaust shield all –

according to the designer himself – hark back to a racer's effort to lighten a bike.

Like the brand's 2016 Forty-Eight (AMCN Vol 65 No 08), the Iron 883 also benefits from the updated suspension package for 2016. This consists of new cartridge-style internals for the fork and progressive-rate springs added to the two new shocks at the rear with a threaded preload-adjustment collar. The diameter of the fork remains unchanged on the Iron and so too does the length and travel of the rear dual set-up. And, like every bike in the Sportster range which received the new suspenders, an updated seat was also required so as to stow the now-included c-spanner. The Iron 883's new rolled upholstery solo seat tops off the bike's new look and Harley-Davidson will offer a rolled pillion seat as part of its extensive accessories catalogue.

New nine-spoke cast aluminium wheels are much lighter than the 13-spoke jobbies they replace, contributing to the bike's 3.6kg weight reduction, and have neat highlights machined at the top of each spoke which continues onto the rim.

The 2016 Iron 883 starts at \$14,995 rideaway (for a standard colour) and represents excellent value both as an entry into the big American cruiser brand as well as an off-the-shelf custom bobber. ■

"its Dark Custom styling is aimed squarely at a younger market"

### ENGINE

|                   |   |
|-------------------|---|
| Configuration     | V-twin                                    |
| Cylinder head     | OHC                                       |
| Capacity          | 883cc                                     |
| Bore/stroke       | 76.2 x 96.8mm                             |
| Compression ratio | 9.1                                       |
| Cooling           | Air                                       |
| Fuelling          | Electronic Sequential Port Fuel Injection |
| Power             | Not provided                              |
| Torque            | 71Nm at 3500rpm (claimed)                 |

### TRANSMISSION

|                |               |
|----------------|---------------|
| Type           | Five-speed    |
| Clutch         | Wet           |
| Final drive    | Belt          |
| CHASSIS        |               |
| Frame material | Tubular steel |
| Frame layout   | Cradle        |
| Rake           | 26°           |
| Trail          | 117mm         |

### SUSPENSION

|        |  |
|--------|--|
| Front: | 39mm non-adjustable telescopic fork, 145mm of travel |
| Rear:  | Twin shocks with preload adjustment, 54mm of travel  |

### WHEELS/TYRES

|        |                            |
|--------|----------------------------|
| Wheels | nine-spoke, cast aluminium |
| Front: | 2.75 x 19 Rear: 3.50 x 16  |
| Tyres  | Michelin Scorcher          |

Front: 100/90B19 (57H)

Rear: 150/80B16 (77H)

### BRAKES

|        |  |
|--------|--|
| Front: | Single 292mm disc, two-piston caliper    |
| Rear:  | Single 292mm disc, single-piston caliper |

### DIMENSIONS

|               |                      |
|---------------|----------------------|
| Weight        | 256kg (wet, claimed) |
| Seat height   | 775mm                |
| Max width     | Not given            |
| Max height    | Not given            |
| Max length    | 2250mm               |
| Wheelbase     | 1510mm               |
| Fuel capacity | 12.5L                |

### PERFORMANCE

|                  |           |
|------------------|-----------|
| Fuel consumption | Not given |
| Top speed        | Not given |

### CONTACT & SALE INFO

|                  |  |
|------------------|--|
| Testbike         | Harley-Davidson Australia  |
| Contact          | <a href="http://www.harley-davidson.com.au">www.harley-davidson.com.au</a> |
| Colour options   | Charcoal denim, Black denim, Olive gold or Hard candy custom gold flake    |
| Warranty         | 24 months, unlimited km  |
| Price            | From \$14,995 (ride away)  |
| Aus Availability | Now  |



### PROS

- Off-the-shelf custom
- Better suspenders
- Finish



### CONS

- Ground clearance



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048 | THE  
GONG

2015 AMCN MOTY



# Motorcycle of the Year





WORDS PAUL YOUNG

PHOTOGRAPHY MARK DADSWELL & AMCN ARCHIVES

Sportsbikes are back, motors are blown, cool is hot, and our wanderlust for adventure is still alive and well. **It's the class of 2015**

**CHOOSING ONE BIKE** from 2015's bumper season of fresh produce is no easy task. It may sound like a cop-out, but there really are no losers here. And that's just the problem when awarding such an important honour as the AMCN Motorcycle of the Year.

Bad motorcycles genuinely are increasingly hard to find these days, because there is just too much at stake to risk releasing a dud onto the market. As well as this being an age of litigation and heightened corporate responsibility, in which

they are all bikes designed for a purpose which suits a certain segment of the motorcycling fraternity, and invariably we all think our slice of the spectrum is the most important.

What is most interesting about the class of 2015 is the contrast with the 2014 MOTY line-up. Nakedbikes seemed to be the flavour of the year 12 months ago, with five of the nine finalists being unfaired, wide-bared road rockets. This year, Aprilia's super-sized Tuono is the sole naked.

But if 2014 was the year of going naked, 2015 is surely

**"That sweet V4 Aprilia engine in a nakedbike package is as glorious as mixing Milo and cornflakes"**  
**Chris Dobie**

companies are often held accountable for lack of due diligence, it's also true that modern development and manufacturing practices have made tolerances tighter, which subsequently helps to drive quality higher.

What makes choosing a winner even harder is the ever-broadening scope of motorcycling genres. It seems like every other year the market grows another sector, revives an old one, or fuses two together to make a new one. Adventure – adventure touring – adventure sport – sport touring – retro – retro adventure – (okay, so I just made that one up, but it will happen!) and so it goes on in endless circles of self-perpetuating marketing spiel. At the end of the day though,

the year of going ballistic. We've gone from not having a single supersport finalist last year, to having three fabulous superbikes and a futuristic supercharged road missile.

Adventure bikes continue to seduce riders looking for more from their motorcycling than the same old strips of bitumen. And in response the market is getting a broader range of bikes and ever more sophisticated ways of going bush. MOTY 2015 includes two of the best new ADV arrivals, and two that blend supersport performance with adventure styling.

The motorcycle show season is bristling with all types of new bikes, but 2016 looks like the year of the postmodern-retro. We just hope as much effort has gone into those new bikes as with Ducati Scrambler.

**"Yep, the H2 is excessive, and a spectacularly self-indulgent use of resources, which I guess is the whole point."**  
**Guy Allen**



# Selection criteria

## THE NOMINEES FOR AMCN

Motorcycle of the Year 2015 were limited to all-new or significantly updated models, released for sale in Australia in the time period since MOTY 2014.

The primary selection criteria for our 10 finalists was innovation in technology and design, and the application, execution, and overall integration of all design elements.

Secondary criteria included a bike's relative effectiveness at meeting the needs of its target market, finishing quality and attention to detail, as well as value for money.

Of course, directly comparing motorcycles built for totally different styles of riding is impossible. The only way to evaluate across market sectors is by rating a bike's capabilities in its own field, then comparing the relative achievements, and also the contribution to the progress of the wider motorcycle industry.

To do this, nominations for MOTY were taken from our judging panel, a combination of AMCN staffers, AMCN



contributors, and senior staff from our sister publication *Motorcycle Trader*.

From the preliminary nominations we assembled the top 10 list, and after much debate and careful consideration, our judging panel was asked to cut the list down to their top three candidates.

In the final wash-up, nine out of the 10 bikes were included in judge's individual top three lists. This both reflects the diverse priorities and preferences of individual riders, and also shows just how tight the competition was for the final call on crowning AMCN Motorcycle of the Year for this year.

Despite personal preferences being widely spread, there were still a handful of bikes that appealed to all tastes. Some judges even suggested it could easily be a three-way or even four-way tie. But there was one bike which appeared in all but one judge's top three. And in the end, the law of averages won it.

**“The XR is better than damn good, it’s ‘fig-fern’ fantastic” Ralph Leavsey-Moase**



# Aprilia Tuono 1100RR

Like drinking a cappuccino with your trousers on fire

**APRILIA'S TUONO HAS** been a firm favourite for some time now, both as a V-twin, and since it followed the marque's superbike to V4 power. The fact the Tuono has won so many fans among the motorcycle press worldwide speaks volumes. When you get to ride a multitude of bikes for a living, a bike which leaves a legacy of pure motorcycling fun and thrills that linger in your mind long after the ride tends to filter to the top of your wish list.

Bolting a pair of wide bars onto a superbike isn't necessarily a sure-fire formula for success, but when you have such a charismatic and sweet handling superbike as Aprilia, there's not a great deal that can go wrong. Indeed, the updated RSV4 only narrowly missed out on a place in MOTY.

At a glance there isn't a whole lot new going on with the Tuono for 2015. But the proof this is the hottest version yet is clear when you hit the road.

Bumping the 65° V4 engine up to 1078cc has injected a whole new character into the God of Thunder. If you thought the old bike ripped through switchbacks up your local spur, this one will blow your mind. Even with suspension which can feel a little on the soft side for a modern sportsbike, and which is definitely under-sprung for the track, the Tuono's chassis still steers superbly, and lets you get away with all sorts of extreme mischief. Which is a

damn good thing, as there are few bikes which make you want to get up to mischief as much as this one.

Subtle updates to the chassis include lowering the engine, lengthening the wheelbase, and increasing fork offset, all of which adds stability and reduces unwanted weight transfer.

The great news for the short and the sensitive among us is the Tuono is now even more accessible, with an apparent miracle being performed in that the seat has been given extra padding and comfort, while at the same time seat height has been reduced.

The Tuono gets extra kudos for its pioneering technology. Although missing out on some of the latest advances, such as cornering ABS and electronically assisted down-shifting, Tuono owners do get smartphone connectivity which offers something truly unique. An app is available which not only enables live telemetry and data logging – using GPS positioning it also lets you pre-program electronic rider aids to react differently at each part of a circuit. So various levels of anti-wheelie or traction control etc can be selected for different corners. This is the first time this racing-derived technology has been offered on a production road motorcycle. Intended for track use at present, in the future similar technology could be used to guide riders along unfamiliar roads with greater safety.



## Full test

June/July, 2015

Vol 64 No 25



## Few bikes make you want to get up to mischief as much as this one

### Tuono 1100RR

#### At a glance

**Power**  
129kW  
@11,000rpm\*

**Torque**  
121Nm  
@9000rpm\*

**Weight**  
184kg (dry)\*

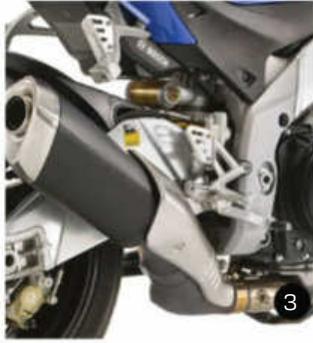
**Price**  
\$23,000  
(ride away)

**Pro**  
Mechanical viagra

**Con**  
Strychnine for your licence

\* Figures claimed by manufacturer





“Aprilia have made the best still better”  
**Alan Cathcart**

### The best bits

**1** A revised cockpit on the Tuono offers more comfort, while shifting the rider's weight forward for more control under acceleration. There is even enough pillion room to share the V4 vibe therapy with your significant other.

**2** The chassis has received some small but important geometry changes aimed at sharpening steering while also increasing stability. A steeper head angle and increased fork offset has reduced trail to a more neutral-steering 99.7mm.

**3** The Tuono now has the largest bore size possible with the current design of Aprilia V4 crankcases. The resulting power boost is as much as 15kW on the previous model through the midrange.

## Motorcycle of the Year



# BMW S 1000 XR

Sweet contradiction: faster, safer, farther, easier

**ONCE AGAIN IN** 2015 the Bavarian motorcycle hit-maker motors ahead with yet another fresh offering for the real-roads riders of planet Earth, and oh my good lord isn't this one a cracker. The S 1000 XR is a bike which you just have to keep getting back onto to remind yourself how good it really is. Particularly in the presence of other such wonderful motorcycles, all of which steal a little piece of your heart and mind after a while in the saddle, until the XR keys fall into your hands again.

What the XR has given to motorcycling is very nearly the ultimate high-performance real-world roadbike. It may be a spin-off of the S 1000 RR superbike, but that doesn't stop it from outperforming its more powerful and racetrack-focused stablemate on the majority of roads in the majority of hands. Even for very fast and experienced riders, the XR is the quickest option on all but the most open and even of roads.

If there is anything to criticise about the XR, it is that it is too good, to the point of being clinical. If you are not into four-cylinder engines of the in-line kind, you may even say the XR lacks soul. But all opinions and preconceptions are blown

away when you concentrate on the road ahead, and appreciate the ease at which the XR explores every inch of tarmac, from white line to white line almost instinctively and with superfluous control. Fast road riding just got faster and easier, while at the same time also safer. An amazing achievement, which has to be experienced to be believed

Although the engine is largely unchanged from BMW's S 1000 R supernaked, the XR's chassis and bodywork were designed from the ground up to create a totally different riding experience from the other S models. The XR is a wholly new design which matches two previously unassociated market sectors: high-performance superbikes, and long-legged adventure tourers.

It could be argued the concept of Adventure-Sport arrived with the Ducati Multistrada, another bike just a whisker away from making the MOTY line-up with its updated 2015 model. But the fact BMW has got this bike so right straight out of the box is an achievement worthy of special merit for the designers and engineers. They were tasked with delivering a design brief unique to the company's model range, and got it bang-on at the first attempt.

**The quickest option on all but the most open and even of roads**

“The XR is part superbike, part tourer, and part adventure bike. I’m calling it Adrenalin Sports Touring Adventure” **Chris Dobie**



**Full test**  
Aug-Sep, 2015  
Vol 65 No 04



## The best bits

**1** The riding position is very relaxed and neutral for a bike with this performance, and the half fairing with manually adjustable screen provides good wind and weather protection.

**2** The XR has a suite of electronic rider assistance aids beyond that of most supersport bikes. Every trick in BMW's box has been thrown at the XR, including up-down quickshifter, cornering ABS, dynamic traction control, and electronic suspension adjustment, as well as touring niceties like cruise control, heated grips, and GPS connectivity.

**3** BMW's Electronic Suspension Adjustment (ESA) controlled damping system has reached a new level of brilliance with the XR, treading the line between sportsbike firmness and tourer compliance with phenomenal effectiveness.



**Motorcycle  
of the  
Year**



## S 1000 XR

### At a glance

#### Power

118kW  
@11,000rpm\*

#### Torque

112Nm  
@9250rpm\*

#### Weight

228kg (wet)\*

#### Price

\$22,190 (+ ORC)

#### Pro

Cheap as silicone chips

#### Con

Silicone soul



\* Figures claimed by manufacturer

# BMW S 1000 RR

More than enough power is never enough

**WITH THE RR** still widely acclaimed as the benchmark 1000cc sportsbike in 2014 long after its 2009 debut, and with the factory's withdrawal from direct involvement in racing activities, it would have been completely understandable if BMW had let the RR continue unchanged. Instead, they have made the incredible unbelievable.

With this first major update since the model's release, BMW's engineers have refined the few rough edges that were present, and introduced even greater power where there was already far more than enough; certainly more than most people will ever need, let alone actually use. But this it seems is the way of the future for sportsbikes – to achieve ludicrous amounts of horsepower, then harness the horses with ever more sophisticated electronic reins. And this is where BMW has focused its attention with the 2015 RR.

The previous model was amazing, but also slightly flawed. By BMW's own admission, areas of the old bike's electronics required further refinement to add stability and composure under extreme acceleration. These refinements have been achieved with faster ECU processing speeds and fine-tuned software, and together with a more balanced and controlled suspension platform, have actually made this powered-up version of the RR

feel even easier to ride than the previous bike. So the bike with the most power in its class is also one of the most user-friendly and accessible.

By virtually every measure of performance, the RR ranked up at the top of our recent AUSTest 1000cc sportsbike group test, and proved to be a formidable competitor on the track in the hands of a wide range of riders. Not always did the rider feel as if they were quicker on the RR, but the stopwatch doesn't lie.

It's truly a shame BMW chose not to continue in the World Superbike Championship at a factory level, as it's almost certain their time in the limelight would have come, and the WSBK would be an even better spectacle with them involved. For time being, we'll just have to be content with being able to ride something this devastatingly potent ourselves.

One of the neatest things about the RR is, while not the most comfortable of bikes to ride on the roads, it's the first supersports bike to at least attempt to make the journey to the track more tolerable. Heated grips and cruise control won't make you want to choose the RR for your next touring trip, but they do make living with a superbike that little bit more pleasurable. Bonus MOTY kudos for that small miracle.

**They have made the incredible unbelievable**

## S 1000 RR

### At a glance

**Power**  
146kW  
@13,500rpm\*

**Torque**  
113Nm  
@10,500rpm\*

**Weight**  
204kg (wet)\*

**Price**  
\$22,990 (+ ORC)

**Pro**  
More poke than southern salad

**Con**  
You don't make friends with salad

\* Figures claimed by manufacturer



**Full test**

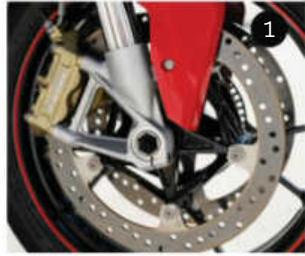
November, 2014

Vol 64 No 10



**"A bike that is as  
blindingly fast as  
it is easy to ride"**

**Paul McCann**



1



1



2



3

### The best bits

**1** Not as fancy as the brakes on some more exotic sportsbikes, but more than up to the job of stopping the most powerful superbike on the market.

**2** Cruise control and heated grips on a superbike makes little sense until you use it. Afterwards you will never want to be without it.

**3** The tacho is front and centre of the cockpit, but you don't need to have the needle in red and the shift light flashing to get the most out of the RR. Monstrous amounts of torque are on tap right through the rev range.

**4** One of the RR's many strengths is the superb balance of its suspension and the neutral nature of its chassis.

## Motorcycle of the Year



# Ducati 1299 Panigale S

If at first you don't succeed, bore a bigger hole

**THE 2015 AMCN** "Finally Cracked It" award can only go to one motorcycle: the 1299 Panigale. Never in the history of motorcycling have so many held so much hope for the ascendancy of a new legend of Italian superbike craftsmanship, as when the Panigale 1199 hit the international motorcycle show stands with the accompanying gasps of desire and admiration.

Ducati and its followers are just so used to kicking arse on the racetrack that even with this quantum leap into the future – away from tubular steel space frames and into a world of monocoque aluminium – it was simply assumed the Reds would instantly rise again to dominate superbike competition, as they rightly should.

Instead, the Panigale's 2013 debut WSBK season was spectacularly underwhelming. Not only did star rider and reigning WSBK champion Carlos Checa have a career-ending crash before the season had even got underway, but the year ended in the ultimate red-faced fashion with Ducati sixth in the Manufacturers Championship, and even after a year of development the three full-time 1199 Panigale punters were still regularly being beaten by Lorenzo Lanzi's Ducati 1098 R.

Oh, how times have changed. Of course the

factory Panigale racebikes of Davies and Giuliano are officially still based on the 1199 Panigale R, not the 1299. But it's no coincidence that the maturing of Ducati's top tier roadbike has occurred in unison with the taming of the factory racer. It's an easy trap to fall into, even for a seasoned campaigner like Ducati, to lose rideability in the pursuit of power. Ducati's faithful owners noticed it as soon as they'd traded their 1098 on a shiny new Panigale, and so did the racers.

Now, with the introduction of the 1299, Ducati fans can have their favoured and familiar flat fat wave of torque, but wrapped in the classic yet up-to-the-moment styling of the Panigale.

Sadly for most of us, ownership of such an expensive, exotic and highly track-focused motorcycle will always be the stuff of dreams.

For the few who are lucky enough to own one, I'm sure there are few regrets. For those like us, lucky enough to borrow one, riding the 1299 Panigale is something that sticks in your mind like hot tar, and makes you yearn for a more lucrative job or more understanding spouse. It's not practical, and it's not necessary, but the Panigale experience is the kind of stuff that will genuinely make your life sweeter.



Full test  
Feb-Mar, 2015

Vol 64 No 16



**It makes you yearn for a more lucrative job, or more understanding spouse**

"Ducati - Don't ever stop doing what you are doing, it makes the world a better place"  
**Paul McCann**



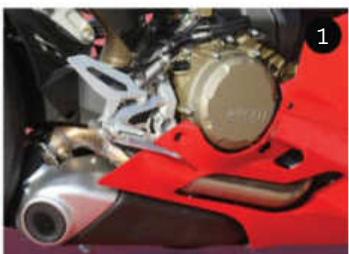
**Motorcycle  
of the  
Year**

## The best bits

**1** Upsizing the Panigale's engine has made the task of maintaining the peak power of the 1199 while boosting the midrange and smoothing out the torque curve much easier. Careful revision of engine mapping has played an important part, too.

**2** Essentially the 1299's chassis package remains the same as the 1199, but small changes have improved its road compliance slightly, in line with the new engines improved street manners.

**3** Electronic suspension adjustment on the S model is accessed via the comprehensive menu on the TFT dash. Although the range of rider options is vast, the selection process is easy once learned.



## 1299 Panigale S

### At a glance

#### Power

150.8kW  
@10,500rpm\*

#### Torque

144Nm  
@8750rpm\*

#### Weight

190.5 (wet)\*

#### Price

\$34,990 (+ ORC)

#### Pro

Makes your life  
much sweeter

#### Con

Makes your wallet  
much lighter

\* Figures claimed  
by manufacturer



# Ducati Scrambler

## Less is more, more or less

**IN THESE DAYS** of inertial reactive wheel control, predictive suspension damping, and bum-cheek recognition ignition systems, its reassuring to see new models appearing which prove motorcycling can be simple and still satisfying – and even exhilarating and life-affirming.

Our pick of the just-riding-along bunch for 2015 is the Ducati Scrambler. A bike which, despite its “Made in Italy” badge, was conceived in California in the 60s, then appropriately reborn in the cool hot south-western state of USA last December with the world launch of the four faces of Scrambler: Icon, Classic, Full-Throttle, and Urban Enduro.

The story behind the Scrambler’s origins and its 60s advertising campaign is a marketing executive’s dream come true, so it’s no surprise Ducati drew heavily on this story of Californian sun, sea, sand and the summer of love to create a whole new brand and image around the revived model.

But the Scrambler isn’t a case of all story no glory. And while the end result is no frills, in engineering terms Ducati has put in the effort to make it a masterpiece of minimalism. Designing a bike which remains visually similar and in proportion to the single-cylinder Scramblers of the 60s and 70s, but using the 803cc V-twin engine of the Monster 796, required some creative thinking. Ducati not

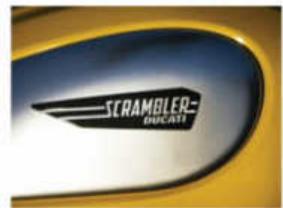
only nailed the design brief for a modern take on a much-loved classic, it delivered a refreshingly simple and user-friendly bike compact enough to accommodate the widest range of riders.

As far as the Scrambler’s contribution to future motorcycle technology, this is close to nil, apart from inventing a new process for casting its wheels. But that’s not to say it hasn’t contributed to future motorcycle design. The four models of Scrambler are designed so as their parts are universally interchangeable, meaning you could theoretically dress your bike to look like any of the other models, given access to the corresponding wheels and bodywork. You can also pick, mix and match any of the vast array of customising parts from the factory’s menu, and create your own interpretation of the ideal Scrambler. This kind of DIY scrambled bike build could even be the way of the future, with other types of bike receiving a modular model system.

The great thing about the Scrambler is there really isn’t much to complain about. It gets you from A to B, and looks cool to boot. But best of all, it attracts the interest of non-motorcyclists, keen to be just as cool as the cool kids. More riders, regardless of why they were drawn into the habit, means more motorcycles. Now with the LAMS legal Scrambler Sixty2 on the way, the brand is set to get even bigger.



Full test  
Jan-Feb, 2015  
Vol 64 No 14



## It attracts the interest of non-riders, keen to be as cool as the cool kids

### Scrambler

#### At a glance

##### Power

55kW @8250rpm\*

##### Torque

68Nm @5750rpm\*

##### Weight

170kg (dry)\*

##### Price

From \$12,990  
(+ ORC)

##### Pro

Looks too cool for skool

##### Con

Cool kidz build their own

\* Figures claimed by manufacturer



"The Scrambler is a hugely successful response to a niche consumer"

**Kel Buckley**



### The best bits

**1** One half of a Panigale braking system pulls the Scrambler up nicely indeed. The cast wheels on the Icon are a work of art which needed a new casting process invented to make the complex design a reality.

**2** The job of packaging the Scrambler involved some crafty engineering, particularly when it came to the intake and exhaust systems.

**3** Minimalist design, maximum feel-good factor.

**4** The suspension is non-adjustable apart from rear preload, but this doesn't detract from the Scrambler's easy-to-ride road manners and highly accessible nature.



**Motorcycle  
of the  
Year**

# Kawasaki Ninja H2

Power to the people, or just a shock to the system?

**THE H2 IS** nothing if not a statement. Both for the proud owners, for whom joining this elite club of space cadets must surely be a declaration of innermost futuristic and sadomasochistic desires, and for the mega-manufacturer that is Kawasaki Heavy Industries – for which the H2 is a reminder to the world that KHI is much more than just a motorcycle company. In the grand scheme of its global engineering empire, bikes could almost be regarded as a mere hobby, but the H2 and its even nittier track-only version, the H2R, prove that there is genius, and genuine passion, pride, and innovation at the heart of KHI's motorcycle division.

The arguments for the H2 being 2015 MOTY are many. In terms of moving motorcycling forward, the H2 is just a taster of what Kawasaki has planned for a supercharged range of bikes. And if the range is as extensive as we are led to believe, this could make the H2 an era-defining motorcycle.

Then there is its finish and attention to detail, arguably the most impressive in the class of 2015. The specially developed mirror-black paint, coupled with metal flake luminous green space frame, and sci-fi inspired bodywork, undeniably makes the H2 the most recognisable and avant-garde bike of the year. But its not just about the shock value, as the H2 also has an air of quality.

This motorcycle isn't just a stage to display an alternative engine design, it's a wholly integrated package in which the chassis, suspension and braking system are equally as impressive as the attention-grabbing power plant.

With its power restricted to levels similar to cheaper and lighter 1000cc supersports, the whole point of a bike like the H2 can seem unclear. It's only when you experience the full potential of the virtually identical but unrestricted H2R that the significance of Kawasaki's supercharger technology hits you, with all 228kW of brute force.

What Kawasaki will have to address when transferring this technology to motorcycles for the masses is making power delivery much more user-friendly – something it is far from being with the H2. But if anyone can do this, Kawasaki can. And it will certainly need to if supercharged models are ever going to make it into the mainstream.

The problem with new frontiers, is you need someone brave or daft enough to go there. Kawasaki is certainly not collectively daft, but acceptance and take-up of new technology in the motorcycle industry is notoriously unpredictable, so the maximum MOTY kudos for trailblazing must go to the blown Ninja. Hopefully it will be the first and the worst of many.



Full test  
April, 2015

Vol 64 No 19



## Just a taster of what Kawasaki has planned for the future

"Kawasaki deserves credit for finally bringing supercharging to volume production on two wheels"

**Alan Cathcart**



## The best bits

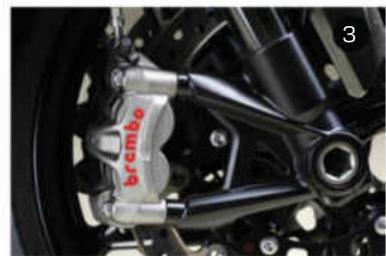
**1** The design of the H2 isn't everyone's cup of green tea, but there's no denying the quality of its finish and the visual impact it has made on the motorcycling landscape. It's best not to judge before you see one in the flesh and out in the sunshine, and there isn't a bike which shouts "look at me" louder than the H2.

**2** Choose your boost. Even with a flawed throttle response which gets snappier as revs and boost are increased, feeling the full force of supercharged Ninja power is something which becomes a highly addictive thrill.

**3** The H2 experience is far from being solely about its power plant. Its brakes are as good as any supersport bike on the road, and its tubular steel chassis combined with top-shelf fully adjustable KYB suspension, gift the H2 with excellent handling and a level of feel and rider feedback typical of steel space frames and worthy of a supersport superstar.



**Motorcycle  
of the  
Year**



## Ninja H2

### At a glance

#### Power

147.2kW  
@11,000rpm\*

#### Torque

133.5Nm  
@10,500rpm\*

#### Weight

238kg (wet)\*

#### Price

\$33,000 (+ ORC)

#### Pro

Loves a thrash

#### Con

Loves a snatch



\* Figures claimed by manufacturer

# KTM 1290 Super Adventure

Spirit of adventure, intelligence of the future

**WITH MANY OF** our MOTY test riders placed in the non- or seldom-adventure rider category, the KTM Super Adventure is a bike some of the crew needed to be pushed toward. Maybe it's also because it has such a huge presence, and being visually enormous is something which intimidates riders out of believing they can handle it. The Super Adventure certainly is a very large bike, but as is the case with the 1190 Adventure, the narrow profile and low-slung weight of the KTM's V-twin engine delivers a ride which is far nimbler than you expect.

The main reason for its bulky appearance is the 30-litre tank, and the difference in ease of handling between full and empty fuel loads is understandably great. But even with enough go-juice on board to traverse the Sahara, this ship of the desert remains a well-balanced and thoroughly rewarding way to cross continents.

With KTM's 1190 Adventure R being the undisputed King of mega-rugged adventure, the 1290 Super Adventure represents the first true challenger to the BMW R 1200 GS Adventure's title as the King of luxury adventure touring.

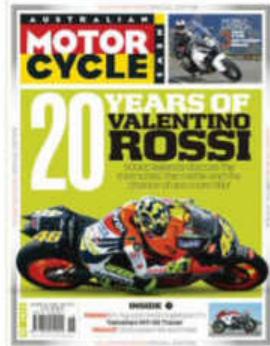
Even the wariest of riders were instantly impressed how amenable the 1290 was despite its robust dimensions and hulking great engine, which has been adapted from KTM's street-hooligan 1290

Super Duke R, and retuned as a toughened traveller.

As with the Super Duke R, the secret to getting the best out of the Super Adventure is down to its superbly refined and extensively integrated electronics package. Although supersport bikes often get the attention and credit for leading the way with new technology, KTM is at the forefront of electronic rider aid development through its 1290s, with a huge amount of resource going to new tech.

The Super Adventure debuts technology new to the motorcycle industry, such as angle sensitive hill hold control (HHC), and angle sensitive cornering lights. KTM's Motor Slip Regulation (MSR) system, which works to stabilise engine braking is also an industry first. All these highly refined and genuinely useful features fit seamlessly into a fully integrated suite of electronic rider aids which simply has to be experienced to be believed.

KTM may have a long way to go to attain the cult-like status and sales of BMW's big GS, but it's an ambitious, determined and exceedingly capable company that isn't afraid of picking fights. Also, the genre of the adventure bike is here to stay and continues to gain momentum. So it seems likely this war between the two great battleships of adventure will intensify, and the 1290 has more than enough firepower to hold its own.



**Full test**

Mar-Apr, 2015

Vol 64 No 18

## KTM is at the forefront of electronic rider aid development



### Super Adventure

#### At a glance

##### Power

118kW  
@8750rpm\*

##### Torque

140Nm  
@6750rpm\*

##### Weight

229kg\*

##### Price

\$26,995 (+ ORC)

##### Pro

More exclusive  
than a GS

##### Con

May get humped  
by a randy camel

\* Figures claimed  
by manufacturer



Includes Dynamic  
ESA (Electronic  
Suspension  
Adjustment)



## Motorcycle of the Year



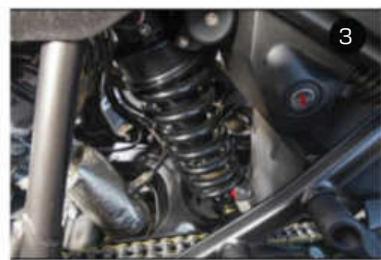
1



1



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3

### The best bits

**1** The 30-litre tank should be good for a range of 400-500km, depending on how easily you can resist the urge to feel the 1301cc V-twin's 140Nm of full thrust.

**2** LED cornering lights are triggered as you tip into a corner, then brighten and dim in line with the bike's lean angle.

**3** KTM's electronic rider assistance systems were developed with Bosch when designing the combined ABS system. This has resulted in super-computer levels of systems integration, where every dimension of electronic intervention overlaps and reacts in unison.

**4** Semi-active electronic suspension has an anti-dive function, giving sportsbike-like braking performance.

“The best motor, the best concoction of electronics and rider aids, and world-conquering attitude”  
**Ralph Leavsey-Moase**



# MV Agusta Turismo Veloce 800

Check out the scenery, but you'd better be quick

**THOUGH THE TURISMO** Veloce may have escaped the attentions of many motorcyclists, and been dismissed by others as a fringe-dwelling exotic, many of us here at the Horror have been extremely impressed with MV's first foray back into the world of sports-touring.

Ever since the rebirth of MV Agusta, their focus has been on re-establishing the sporting, race-bred heritage of the brand. But there is another strand of this iconic brand's history to celebrate, which stretches right back to marque's birth in 1945, and has similarities to their rebirth and the present day.

MV's first ever motorcycle, a 98cc single-cylinder two-stroke simply called the "98", was available in Economical or Touring models. Within months of its release, the bike which was made for touring was also winning endurance races, resulting in the release of a Sport model, and ultimately launching MV Agusta into one of the most successful racing legacies in motorcycling.

MV Agusta in the 21st century has reversed this process, and built its new touring bikes on the platform of a successful racing machine. The new-for-2015 Turismo Veloce 800 blurs the boundaries between sport and touring, which considering the company's beginnings seems a wholly appropriate way for MV to enter this market sector once again.

This lightweight sports-tourer has even more race-bred electronic gizmology than MV's World Supersport race winning F3 675, and also draws heavily from the F series for its sporty styling.

The result of this blend of a racing heart with a tourist's intentions, is an effervescent riding experience with the emphasis on fun and a bounty of features. Easy on the eye, and even easier to ride.

The Lusso version of the Turismo Veloce pictured in our MOTY line-up adds even more features to the standard version seen in Alan Cathcart's test, published in the last issue of AMCN. The electronic semi-active suspension on the Lusso allows you to tune the ride for comfort or pace depending on the route and speed chosen for the journey. Although, on a motorcycle which's name translates to "Fast Tourism", it couldn't be clearer what sort of touring MV Agusta intended this bike for. And that's where the fun comes in. There's just no reason why touring should be a dowdy affair with no thrills.

As well as being a stable, comfortable, and upright perch on which to explore the open road for extended periods, the Turismo Veloce is as light and lively as a 600cc supersport bike, but with all the sumptuous low-down torque of an 798cc triple, all wrapped up into a gorgeously sculpted head-turning package with unmistakably Italian flare.



## Full test

November, 2015

Vol 65 No 10



**An effervescent riding experience with the emphasis on fun**

"A strongly engineered bike, which is practical and accessible"  
**Grant Roff**



## The best bits

**1** There's absolutely nothing that can match an Italian three-cylinder symphony enjoyed in luxurious comfort with a set of handlebars in your hands. The MV's song is as joyous on the overrun as it is on the gas.

**2** With powerful supersport-quality Brembo brakes, fly-by-wire throttle, torque assist slipper clutch, and up-down quickshifter, the Turismo Veloce has the most feather-light combination of controls possible, adding to its easy riding and accessible character. Nimble steering and low weight finish off the MV's "fast tourism" promise to its owners.

**3** MV Agusta's 799cc triple has one of the most linear torque curves in the motorcycle world, making it an ideal power source for a middleweight sports tourer.



## Turismo Veloce

### At a glance

#### Power

81kW  
@10,000rpm\*

#### Torque

83Nm @8000rpm\*

#### Weight

191kg (dry)\*

#### Price

\$20,499 (+ ORC)

#### Pro

Red frame is an effective mating signal

#### Con

Riding position a bit like a racing bar stool

\* Figures claimed by manufacturer



# Triumph Tiger 800 XCx

The cat's whiskers for serious adventure

**PERHAPS A SURPRISE** nomination for MOTY this year, Triumph's 2015 adventure-ready version from the marque's 800cc Tiger range is another model which, while looking relatively unchanged, delivers much more from its annual evolution than expected. It also marks a time in the model's history when it has truly completed its transformation from the rudimentary runabout with just a styled suggestion of off-road intent, into a lively landloper capable of walking the walk to back up all the adventure talk.

As some of you will know, yours truly has an intimate knowledge of the Tiger 800's development, and of all its early pitfalls and shortcomings. I can't divulge all that dirty business here in print as I am still bound under a contract of confidentiality, but I can say it's genuinely uplifting to see how the little Tiger has matured and toughened over time.

Two major updates have redefined the character and capabilities of the dirt-biased Tiger 800: fly-by-wire throttle bodies, and WP adjustable long-travel suspension.

Moving to a fly-by-wire system has enabled Triumph's engineers to gain greater control of both the engine's power delivery and its

emissions, resulting in smoother faster motion, greater fuel range, and less pollution.

The Tiger's suspension upgrade has seen its ride quality improve dramatically both on- and off-road. The WP forks and shock deliver a level of damping control worthy of a true adventurer.

As well as these significant developments, many subtler customer-led refinements throughout the bike make the 2015 Tiger 800 XCx a hugely improved overall package from previous models.

Whether you are specifically looking for a light-weight adventure-tourer, or have been considering one of the large-capacity adventure bikes, you'd be wise to check out the Tiger.

Its 799cc three-cylinder engine has enough grunt to pull you up and through anything on the trail, and its light weight makes more and more sense as the adventure gets deeper. Even on long hauls on the highway, the Tiger makes you wonder whether anything bigger is truly necessary.

Less experienced riders will find the Tiger a far more accessible and usable bike to dip a toe into the world of adventure riding than any of the maxi-ADVs, and experienced adventurers will appreciate the practicality and fun factor which the Tiger's balance of power and manoeuvrability offers.



Full test  
March, 2015  
Vol 64 No 17

## A hugely improved overall package from previous models



### Tiger XCx

#### At a glance

##### Power

70kW @9250rpm\*

##### Torque

79Nm @7850rpm\*

##### Weight

216kg (wet)\*

##### Price

from \$17,690  
(+ ORC)

##### Pro

Heart of a tiger with the agility of an alley cat

##### Con

Looks a bit like a praying mantis

\* Figures claimed by manufacturer



**"The Tiger has now caught up with the F 800 GS in all areas, and exceeded it on the road."**

**Ralph Leavsey - Moase**



**Motorcycle  
of the  
Year**



1



2



3



4

### The best bits

**1** The dash has an improved trip computer to keep you informed and amused as you clock up thousands of dusty kays.

**2** Ride-by-wire throttle has given the Tiger 800 range a new lease of life, balancing better fuel efficiency with greater overall engine performance.

**3** Triumph worked closely with dirtbike savvy suspension supplier WP to develop the new platform for the off-road ready XCx, and this collaboration has come up with the goods.

**4** The XCx comes complete with a range of adventure essentials pre-fitted, including bash plate, hand guards, and crash bars. The centrestand is a handy addition for servicing, or loading up before a big trip.



# Yamaha YZF-R1M

Distilled for thrills and destined for glory

**WE LOVE IT WHEN** all-new motorcycles arrive here at the Horror. It's what keeps life interesting, and is the ultimate bellwether for the health of the industry. The arrival of Yamaha's 100 per cent fresh YZF-R1 is a thing to celebrate for any sportsbike nut, regardless of where your brand allegiances dwell. It's the first four-cylinder superbike which has been fully developed and released in the period since the GFC, an event which once looked like it may reduce the production of sportsbikes to a trickle.

It's also the first production roadbike in a very long time to draw so much of its DNA from the premiere class of road racing. In essence the new YZF-R1 is a MotoGP replica built to dominate superbike racing. And judging by its successes in the major domestic superbike series around the world this year, it's a design formula that will serve Yamaha well. The ultimate mouth-watering test, a factory-supported effort in the World Superbike Championship, awaits race fans in 2016.

It seems that you lot were looking forward to the arrival of Yamaha's new flag, too, as there is a conspicuous abundance of 2015 R1s on the grids at club race meetings and at trackdays all over the country. Of the 319 bikes sold in the first half of 2015, a joyously large proportion are being used for exactly what they were born to do.

Of all the electronic tricks in the R1's magic box, it's the Slide Control System (SCS) which most sets it apart from other bikes in the growing list of high-tech milestones. Being a rider aid which lets you slide and continue to slide the rear wheel under acceleration, it's arguable this is perhaps not the most street-relevant contribution to the motorcycle technology revolution. But take it to the track, as most owners will, and it unlocks a world previously only occupied by the very top level of racers.

Yamaha sighted a distilling effect of the shrinking supersport market after 2008 as making the typical sportsbike owner even more hungry for performance without compromise. This is why they went all-out to produce the most race-ready street-legal motorcycles possible.

Given the collective feedback of Yamaha race teams worldwide, the YZF-R1 is only going to get even better, something which must concern other companies in the superbike game. Let's hope they react in the most aggressive way possible, with more new metal in the street-legal superbike market. If this happens, we could be in for a new golden age of sportsbikes. Now that would be something worth celebrating, and Yamaha deserves credit for feeding our need for speed, and firing the first serious shot in the arm for the new era of the superbike.



**Full test**  
March, 2015

Vol 64 No 17



## A MotoGP replica built to dominate Superbike racing

“You know you’re on something pretty serious when it comes with settings for slide control!”  
**Damien Pelletier**



## The best bits

**1** MotoGP-style slotted fork yoke is intended to engineer a greater level of feel into a bike's steering, but its main purpose on the R1M is to make you feel factory. What will really make you feel like Lorenzo's stunt double is the MotoGP-developed electronic rider aids, which will keep fine-tuning your way to faster lap times till the sun goes down.

**2** Both the R1M and its cheaper variant the R1 come with super-lightweight cast magnesium wheels. These add to the bike's compact dimensions and rakish geometry to give razor-sharp steering and super-fast direction changes.

**3** Yamaha had already hit on a winner with the previous crossplane crank version of the R1, a spin-off of the Yamaha M1 MotoGP engine. The completely new YZF-R1M engine design has taken the big-bang four-cylinder concept to a much higher level of performance, but still retains the booming soul and the grip-seeking character of the breed.



**Motorcycle  
of the  
Year**



## YZF-R1M

### At a glance

#### Power

147.1kW  
@13,500rpm\*

#### Torque

112.4Nm  
@11,500rpm\*

#### Weight

200kg (wet)\*

#### Price

\$29,999 (+ ORC)

#### Pro

Gives you what the Pros have

#### Con

Makes you realise you'll never be a Pro

\* Figures claimed by manufacturer



## Tuono 1100RR

### ENGINE

Configuration 65° V4

Cylinder head DOHC,  
four valves per cylinder

Capacity 1078cc

Bore/stroke 81 x 52.3mm

Compression ratio 13.0:1

Cooling Liquid

Fuelling EFI, 4 Marelli 48mm  
throttle bodies

Power 129kW @ 11,000rpm (claimed)

Torque 121Nm @ 9,000rpm (claimed)

### TRANSMISSION

Type six-speed, quick-shift cassette type

Clutch Wet, slipper type

Final drive Chain

### CHASSIS

Frame material Aluminium

Frame layout Twin spar

Rake 24.7°

Trail 99.7mm

### SUSPENSION

Sachs (Factory: Öhlins)

**Front:** 43mm USD, adjustable  
compression and rebound,  
110mm travel

**Rear:** Monoshock with piggy-back,  
fully adjustable preload, compression  
and rebound, 130mm travel

### WHEELS/TYRES

Wheels Aluminium alloy (Cast)

Front: 3.5 x 17 Rear: 6.0 x 17

Tyres Pirelli Diablo Supercorsa

Front: 120/70ZR17

Rear: 190/55ZR17

### Brakes

Brembo

**Front:** Twin 320mm discs,  
four-piston radial calipers

**Rear:** Single 220mm disc,  
two-piston caliper

### DIMENSIONS

Weight 184kg (dry, claimed)

Seat height 825mm

Max width 810mm

Max height 1080mm

Wheelbase 1450mm

Fuel capacity 18.5L

### PERFORMANCE

Fuel consumption Not given

Top speed Not given

### CONTACT & SALE INFO

Contact [www.aprilia.com.au](http://www.aprilia.com.au)

Colour options Donington Blue,

Portimao Grey

Warranty Two years, unlimited km

Price \$23,000 ride away

## BMW S1000XR

### ENGINE

Configuration In-line four cylinder

Cylinder head DOHC,  
four valves per cylinder

Capacity 999cc

Bore/stroke 80 x 49.7mm

Compression ratio 12: 1

Cooling Liquid

Fuelling EFI, 4 x 48mm  
throttle bodies

Power 118kW @ 11,000rpm (claimed)

Torque 112Nm @ 9250rpm (claimed)

### TRANSMISSION

Type Six-speed

Clutch Wet, slipper type

Final drive Chain

### CHASSIS

Frame material Aluminium

Frame layout Perimeter

Rake 25.5°

Trail 117mm

### SUSPENSION

Sachs, Optional Electronic Suspension  
Adjustment (ESA)

**Front:** 46mm USD, adjustable  
compression and rebound,  
150mm travel

**Rear:** Monoshock, adjustable  
rebound, 140mm travel

### WHEELS/TYRES

Wheels Cast aluminium

Front: 17 x 3.5 Rear: 17 x 6.0

Tyres Bridgestone Battlax T30 or

Pirelli Diablo Rosso II

Front: 120/70ZR17 (58W)

Rear: 190/55ZR17 (75W)

### Brakes

Brembo

**Front:** Twin 320mm discs,

four-piston radial calipers

**Rear:** Single 267mm disc,  
single-piston caliper

Control: ABS

### DIMENSIONS

Weight 228kg (wet, claimed)

Seat height 840mm

Max width 940mm

Max height 1408mm

Wheelbase 1548mm

Fuel capacity 20L

### PERFORMANCE

Fuel consumption 5.4L/100km

(claimed, at 90km/h)

Top speed 245km/h

### CONTACT & SALE INFO

Contact [www.bmwmotorrad.com.au](http://www.bmwmotorrad.com.au)

com.au

Colour options Racing Red, Light

White

Warranty Two years, unlimited km

Price \$22,190 (+ORC)

## BMW S1000RR

### ENGINE

Configuration In-line four cylinder

Cylinder head DOHC,  
four valves per cylinder

Capacity 999cc

Bore/stroke 80 x 49.7mm

Compression ratio 13:1

Cooling Liquid

Fuelling EFI, 48mm Dell'Orto throttle  
bodies

Power 146kW @ 13,500rpm (claimed)

Torque 113Nm @ 10,500rpm

(claimed)

### TRANSMISSION

Type Six-speed

Clutch Wet

Final drive Chain

### CHASSIS

Frame material Aluminium

Frame layout Twin-spar

Rake 23.5°

Trail 96.5mm

### SUSPENSION

Sachs

**Front:** 46mm USD fork, fully adjustable,  
120mm travel

**Rear:** Monoshock, fully adjustable,  
120mm travel

### WHEELS/TYRES

Wheels Five-spoke cast aluminium

Front: 17 x 3.5 Rear: 17 x 6.0

Tyres Pirelli Supercorsa

Front: 120/70ZR17

Rear: 190/55ZR17

### Brakes

Brembo

**Front:** Twin 320mm discs,

four-piston radial calipers

**Rear:** Single 220mm disc,  
single-piston caliper

Control: ABS

### DIMENSIONS

Weight 204kg (wet, claimed)

Seat height 815mm

Max width 826mm

Max height Not given

Wheelbase 1438mm

Fuel capacity 17.5L

### PERFORMANCE

Fuel consumption 5.9L/100km

(claimed)

Top speed Over 300km/h

### CONTACT & SALE INFO

Contact [www.bmwmotorrad.com.au](http://www.bmwmotorrad.com.au)

1800 813 299

Colour options BMW Motorsport

blue, red and white, black metallic

Warranty 24 months, unlimited km

Price \$22,990 (+ORC)

## Panigale 1299 S

### ENGINE

Configuration 90° V-twin

Cylinder head DOHC, Desmodromic,  
four valves per cylinder

Capacity 1285cc

Bore/stroke 116 x 60.8mm

Compression ratio 12.6:1

Cooling Liquid

Fueling Mitsubishi EFI, 2 x elliptical  
67.5mm throttle bodies

Power 150.8kW @ 10,500rpm

(claimed)

Torque 144Nm @ 8750rpm (claimed)

### TRANSMISSION

Type Six-speed

Clutch Wet, slipper, self-servo

Final drive Chain

### CHASSIS

Frame material Aluminium

Frame layout Monocoque

Rake 24.0°

Trail 96mm

### SUSPENSION

Öhlins

**Front:** 43mm USD fork, semi-active,  
electronic compression and rebound  
adjustment, 120mm travel

**Rear:** Monoshock, semi-active,  
electronic compression and rebound  
adjustment, 130mm travel

### WHEELS/TYRES

Wheels Forged light alloy

Front: 17 x 3.5 Rear: 17 x 6.0

Tyres Pirelli MT 60 RS

Front: 110/80R18 (58H)

Rear: 180/55R17 (73H)

### Brakes

Brembo, ABS

Front: Single 330mm floating disc,  
four-piston monobloc radial caliper

Rear: Single 245mm disc, single-piston  
floating caliper

### DIMENSIONS

Weight 170kg (dry, claimed)

Seat height 790mm

Max width 845mm

Max height 1150mm

Max length 2100 – 2165 mm

Wheel base 1445mm

Fuel capacity 13.5L

### PERFORMANCE

Fuel consumption Not given

Top speed 170 km/h (est)

### CONTACT & SALE INFO

Contact [www.ducati.com.au](http://www.ducati.com.au)

(02) 8741 3000

Colour options 62 Yellow, Ducati  
Red (Icon)

Warranty 24 months, unlimited km

Price Ducati Red \$12,990

62 Yellow \$13,140

## Ducati Scrambler

### ENGINE

Configuration 90° V-twin

Cylinder head Two desmodromic  
valves per cylinder

Capacity 803cc

Bore/stroke 88 x 66mm

Compression ratio 11:1

Cooling Air

Fueling EFI, single 50mm

throttle body

Power 55kW @ 8250rpm (claimed)

Torque 68Nm @ 5750rpm (claimed)

### TRANSMISSION

Type Six-speed

Clutch Wet, slipper type

Final drive Chain

### CHASSIS

Frame material Steel

Frame layout Tubular trellis

Rake 24°

Trail 112mm

### SUSPENSION

Kayaba

**Front:** 41mm USD fork, 150mm travel

**Rear:** Direct mount monoshock,

preload adjustment, 150mm travel

### WHEELS/TYRES

Wheels

10-spoke cast aluminium

Front: 18 x 3.0 Rear: 17 x 5.5

Tyres Pirelli MT 60 RS

Front: 110/80R18 (58H)

Rear: 180/55R17 (73H)

### Brakes

Brembo, ABS

Front: Single 330mm floating disc,  
four-piston monobloc radial caliper

Rear: Single 245mm disc, single-piston  
floating caliper

### DIMENSIONS

Weight 170kg (dry, claimed)

Seat height 790mm

Max width 845mm

Max height 1150mm

Max length 2100 – 2165 mm

Wheel base 1445mm

Fuel capacity 13.5L

### PERFORMANCE

Fuel consumption Not given

Top speed 170 km/h (est)

### CONTACT & SALE INFO

Contact [www.ducati.com.au](http://www.ducati.com.au)

(02) 8741 3000

Colour options 62 Yellow, Ducati  
Red (Icon)

Warranty 24 months, unlimited km

Price Ducati Red \$12,990

62 Yellow \$13,140



## Ninja H2

### ENGINE

**Configuration** In-line four cylinder  
**Cylinder head** DOHC, four valves per cylinder  
**Capacity** 998cc  
**Bore/stroke** 76 x 55mm  
**Compression ratio** 8.5:1  
**Cooling** Liquid  
**Fueling** EFI, 4 x 50mm throttle bodies  
**Power** 147.2kW @ 11,000rpm (claimed)  
**Torque** 133.5Nm @ 10,500rpm (claimed)

### TRANSMISSION

**Type** Six-speed  
**Clutch** Wet  
**Final drive** Chain

### CHASSIS

**Frame material** High-tensile steel  
**Frame layout** Trellis  
**Rake** 24.5°  
**Trail** 103mm

### SUSPENSION

**KYB**  
**Front:** 43mm USD, adjustable rebound, compression and preload, 120mm travel  
**Rear:** Monoshock, adjustable compression, rebound and preload, 135mm travel

### WHEELS/TYRES

**Wheels** Five-spoke, cast aluminium  
**Front:** 17 x 3.5 Rear: 17 x 6.0  
**Tyres** Bridgestone Battlax Racing Street  
**Front:** 120/70ZR17 (58W)  
**Rear:** 200/55ZR17 (78W)

### BRAKES

**Brembo**  
**Front:** Twin 330mm discs, four-piston radial calipers  
**Rear:** Single 250mm disc, two-piston caliper

### DIMENSIONS

**Weight** 238kg (wet, claimed)  
**Seat height** 825mm  
**Max width** 770mm  
**Max height** 1125mm  
**Wheelbase** 1455mm  
**Fuel capacity** 17L

### PERFORMANCE

**Fuel consumption** Not given  
**Top speed** Over 320km/h

### CONTACT & SALE INFO

**Contact** [www.kawasaki.com.au](http://www.kawasaki.com.au)  
(02) 9684 2585  
**Colour options** Mirror coated black  
**Warranty** 24 months, unlimited km  
**Price** \$33,000 (+ORC)

## Super Adventure

### ENGINE

**Configuration** 75° V-twin  
**Cylinder head** DOHC, eight valves  
**Capacity** 1301cc  
**Bore/stroke** 108 x 71mm  
**Compression ratio** 13.1:1  
**Cooling** Liquid  
**Fueling** Keihin EFI, twin 52mm throttle bodies  
**Power** 118kW @ 8750rpm (claimed)  
**Torque** 140Nm @ 6750rpm (claimed)

### TRANSMISSION

**Type** Six-speed  
**Clutch** Wet, slipper  
**Final drive** Chain

### CHASSIS

**Frame material** Chromium-Molybdenum Steel  
**Frame layout** Tubular trellis  
**Rake** 26°  
**Trail** 120mm

### SUSPENSION

**WP** semi-active electronic suspension  
**Front:** 48mm USD fork, fully adjustable, 200mm travel  
**Rear:** Monoshock, fully adjustable, 200mm travel

### WHEELS/TYRES

**Wheels** Steel-spoked tubeless aluminium  
**Front:** 19 x 3.5 Rear: 17 x 5.0

### Tyres

Continental Trail Attack 2  
**Front:** 120/70 ZR 19 (60W)  
**Rear:** 170/60 ZR 17 (72W)

### BRAKES

**Brembo**, Bosch combined ABS  
**Front:** Twin 320mm discs, four-piston radial calipers  
**Rear:** Single 220mm disc, two-piston caliper

### DIMENSIONS

**Weight** 229kg (dry, claimed)  
**Seat height** 860/875mm  
**Max width** 980mm  
**Max length** 2257mm  
**Max height** 1562mm  
**Wheelbase** 1560mm  
**Fuel capacity** 30L

### PERFORMANCE

**Fuel consumption** Not given  
**Top speed** Not given

### CONTACT & SALE INFO

**Contact** [www.ktm.com.au](http://www.ktm.com.au)  
1800 644 771  
**Colour options** White  
**Warranty** 24 months, unlimited km  
**Price** \$26,995 (+ ORC)

## Turismo Veloce

### ENGINE

**Configuration** In-line three cylinder  
**Cylinder head** DOHC, four valves per cylinder  
**Capacity** 798cc  
**Bore/stroke** 79 x 54.3mm  
**Compression ratio** 12.2:1  
**Cooling** Liquid  
**Fuelling** EFI, 3 x 47mm Mikuni throttle bodies  
**Power** 81kW @ 10,000rpm (claimed)  
**Torque** 83Nm @ 8000rpm (claimed)

### TRANSMISSION

**Type** Six-speed  
**Clutch** Wet  
**Final drive** Chain

### CHASSIS

**Frame material** ALS steel  
**Frame layout** Tubular trellis  
**Rake** 26°  
**Trail** 108mm

### SUSPENSION

**Marzocchi, Sachs**  
**Front:** 43mm USD, fully adjustable, 160mm travel  
**Rear:** Monoshock, fully adjustable, 165mm travel

### WHEELS/TYRES

**Wheels** Aluminium alloy  
**Front:** 17 x 3.5 **Rear:** 17 x 6.0  
**Tyres** Pirelli Scorpion Trail  
**Front:** 120/70ZR17 (58W)  
**Rear:** 190/55ZR17 (75W)

### BRAKES

**Brembo**  
**Front:** Twin 320mm discs, four-piston radial calipers  
**Rear:** Single 220mm disc, two-piston caliper

### DIMENSIONS

**Weight** 191kg (dry, claimed)  
**Seat height** 850mm  
**Max width** 900mm  
**Max height** Not given  
**Wheelbase** 1460mm  
**Fuel capacity** 22L

### PERFORMANCE

**Fuel consumption** 5.5L/100km (claimed)  
**Top speed** 230km/h (claimed)

### CONTACT & SALE INFO

**Contact** [www.mvagusta.com.au](http://www.mvagusta.com.au)  
**Colour options** Silver/Avid Grey, Red/Silver, Lusso Red/Silver or Pearl White/Avio Grey  
**Warranty** Two years, unlimited km  
**Price** \$20,499 (+ORC); Lusso \$23,499 (+ORC)

## Tiger 800 XCx

### ENGINE

**Configuration** In-line three cylinder  
**Cylinder head** DOHC, four valves per cylinder  
**Capacity** 799cc  
**Bore/stroke** 74 x 61.9mm  
**Compression ratio** 11.1:1  
**Cooling** Liquid  
**Fuelling** EFI, 3 x Keihin 42mm throttle bodies  
**Power** 70kW @ 9250rpm  
**Torque** 79Nm @ 7850rpm

### TRANSMISSION

**Type** Six-speed  
**Clutch** Wet, slip-assist  
**Final drive** Chain

### CHASSIS

**Frame material** Tubular steel  
**Frame layout** Diamond  
**Rake** 24.3°  
**Trail** 96.5mm

### SUSPENSION

**WP**  
**Front:** 43mm fork, adjustable compression and rebound, 220mm travel  
**Rear:** Monoshock, adjustable preload and rebound, 215mm travel

### WHEELS/TYRES

**Wheels** Multi-spoke aluminium rim  
**Front:** 21 x 2.5 **Rear:** 17 x 4.25  
**Tyres** Metzeler Karoo 3  
**Front:** 90/90-21  
**Rear:** 150/70-17

### BRAKES

**Brembo-Control ABS**  
**Front:** Twin 308mm discs, two-piston calipers  
**Rear:** Single 255mm disc, single-piston caliper

### DIMENSIONS

**Weight** 221kg (wet, claimed)  
**Seat height** 840mm-860mm  
**Max width** 850mm  
**Max height** 1390mm  
**Wheelbase** 1544mm  
**Fuel capacity** 19L

### PERFORMANCE

**Fuel consumption** 4.3L/100km (measured)  
**Top speed** 220km/h (estimated)

### CONTACT & SALE INFO

**Testbike** Triumph Australia  
**Contact** [www.triumphmotorcycles.com.au](http://www.triumphmotorcycles.com.au)  
(03) 9381 9733  
**Colour options** Crystal White, Phantom Black, Caspian Blue  
**Warranty** 24 months, unlimited km  
**Price** \$17,690 (+ ORC)

## YZF-R1M

### ENGINE

**Configuration** In-line four cylinder  
**Cylinder head** DOHC, four valves per cylinder  
**Capacity** 998cc  
**Bore/stroke** 79.0 x 50.9mm  
**Compression ratio** 13:1  
**Cooling** Liquid  
**Fueling** EFI  
**Power** 147.1 kW @ 13,500 (claimed)  
**Torque** 112.4 Nm @ 11,500 (claimed)

### TRANSMISSION

**Type** Six-speed  
**Clutch** Wet  
**Final drive** Chain

### CHASSIS

**Frame material** Aluminium  
**Frame layout** Twin spar  
**Rake** 24°  
**Trail** 102mm

### SUSPENSION

Öhlins electronic racing  
Front: 43mm USD, manual preload, electronic compression and rebound, 120mm travel  
Rear: Monoshock, manual preload adjustment, electronic compression and rebound, 120mm travel

### WHEELS/TYRES

**Wheels** 10-spoke, cast magnesium  
Front: 17 x 3.5 Rear: 17 x 6.0  
**Tyres** Bridgestone Battlax Racing V02  
Front: 120/60R17  
Rear: 200/65R17

### BRAKES

ADVICS/Nissin, Yamaha ABS and UBS  
Front: Twin 320mm discs, four-piston radial monobloc calipers  
Rear: 220mm disc, two-piston floating caliper

### DIMENSIONS

**Weight** 200kg (wet, claimed)  
**Seat height** 855mm  
**Max width** 690mm  
**Max height** 1390mm  
**Wheelbase** 1405mm  
**Fuel capacity** 17L

### PERFORMANCE

**Fuel consumption** Not given  
**Top speed** 299km/h (limited)

### CONTACT & SALE INFO

**Contact** [www.yamaha-motor.com.au](http://www.yamaha-motor.com.au)  
(02) 9757 0011  
**Colour options** Carbon Fibre / Liquid Metal  
**Warranty** 24 months, unlimited km  
**Price** \$29,999 (+ORC)



# Winner: BMW S 1000 XR

**IF THE VOTING** patterns for MOTY 2015 have a story to tell, it's that there's no substitution for perfect execution. Regardless of what each of these 10 bikes are capable of on paper, on the road the BMW S 1000 XR punches above its weight, and performs its duties at a level far beyond what is expected.

Even those riders who have a greater invested interest in the more alternative areas of motorcycling, a tendency to go against the grain, and who would usually opt for soul over substance, were forced to succumb to the compelling business-like brilliance of the BMW S 1000 XR. The XR appeared in more top three lists than any other bike, with only one of our judging panel failing to nominate it for a podium position.

Among the judges there are a wide range of motorcycling interests and preferences, and for some reason the XR brought us together as fellow motorcyclists more than any other bike. It makes you feel like a better rider, because

it makes riding so easy. Sure, it's not an ideal size and weight for beginners, but once you're used to a bike of these proportions and power, the XR has the poise and the smarts to progress your riding quickly to a higher level.

Followers of MOTY will remember the winner in 2014 was the BMW S 1000 R, and some will roll their eyes and think – “surely not BMW again?” But the XR has all the best attributes of that bike, and much more. It's debatable whether BMW's S 1000 R supernaked would have won against this year's stiffer competition, so the timing of BMW's model releases seems to have worked extremely well in their favour.

Out of our 10 judges, six scored the XR at the top, and three placed it second. In second place was Kawasaki's enigmatic Ninja H2, which secured top score from two judges, and appeared in seven top three choices. Aprilia's Tuono 1100RR scooped the final podium position, with a single top spot rating, and two seconds.

Best of the rest was the Yamaha YZF-R1M, narrowly pipping the BMW S 1000RR for fourth.

The significance of motorcycles from four different market sectors – adventure sport, hypersport, supernaked, supersport – filling the top four spots, is it reflects well on the industry as a whole. There is serious competition out there among the manufacturers, and across the entire market. Technology which was pioneered in elite road racing is now filtering down for every type of rider, and being honed and specialised for application in every type of riding environment.

The result is bikes that peel back the boundaries we once thought would limit our riding, allowing us to be faster while being safer, and helping us ride for longer in more comfort. The S 1000 XR is the epitome of how technology can advance the road-riding experience, and make it relevant and available to the widest range of motorcyclists. If you don't believe it, you haven't tried it. ■



PROTECTION / FITTING DESIGN



© FIVE GLOVES 2015 Photo: Lukasz Swiderek

FABIO QUARTARARO

MOTO 3 WORLD CHAMPIONSHIP

Multi x Pole Positions & Podiums  
To be Continued...

ABSOLUT  
CONTROL

RFX RACE  
White / Red



Black / Red

Black / White

Fabio Quartararo may be only 16, but this hasn't stopped him achieving poles and podium placings in Moto3, nor from taking advantage of all the benefits offered by FIVE gloves. He's achieved his rapid racing progress wearing them ever since he was 8. He's also made a huge contribution to the development of the RFX Race glove, the first one to offer higher protection with the use of thermoset carbon composite, an ultra-light, ultra-resistant material forged in an autoclave and thus far used only in the aviation industry and Formula 1. Fabio holds the world in the palm of his hands, gloved, since the age of 8, by FIVE.

 [WWW.FIVE-GLOVES.COM](http://WWW.FIVE-GLOVES.COM)

  
FIVE GLOVES

064 | TRACK TEST

MUGEN SHINDEN YON



# Japan on the charge

With its electric Shinden Yon superbike, Japanese firm Mugen is **setting the pace** in E-racing

■ TEST ALAN CATHCART ■ PHOTOGRAPHY TAKURO NAGAMI



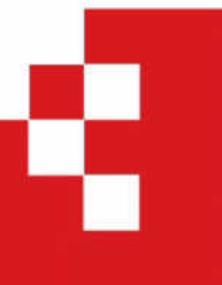
**R**acing improves the breed, right? Yet the increasing performance of E-superbikes has until now been almost exclusively driven by the success of American companies in the world's major E-races. MotoCzysz has won the Isle of Man four times, Lightning Motorcycles holds the world land speed E-record and has an overall trophy from Pikes Peak, and Polaris Industries, with its gearbox-equipped Victory Empulse, is a US champion and now a TT Zero contender. In the absence of Italy's Energica Ego, it's taken Japan's Mugen to finally break the American dominance of this growing racing category by posting one-two finishes at the past two Isle of Man TT Zero events, courtesy of Kiwi Bruce Anstey, runner-up both times, and his victorious teammate, John McGuinness.

So when I was offered the opportunity to ride both McGuinness' and Anstey's TT Zero Mugen Shinden Yons, I didn't hesitate. The ride took place on a glorious autumn day at Honda's Motegi race circuit – not the full GP layout, but a shorter version used for testing by a variety of companies. Indeed, we had to finish up promptly to let the waiting Suzuki MotoGP team take their turn on the track! But this shorter segment did have a couple of straights which allowed full exploitation of the impressive aerodynamic qualities of the Shinden

Yon, plus enough different turns to test the way the bike stops, turns and goes. Having previously ridden the MotoCzysz, Mission R and Lightning e-racers, as well as the Energica streetbike, I felt I had a valid basis for comparing this Japanese spark of inspiration with its rivals. And to top it all off, McPint himself, John McGuinness, was on hand to show us how it should be done.

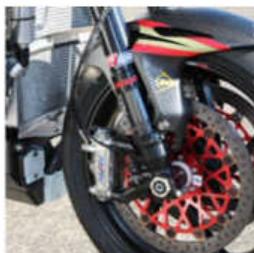
The immediate impression you get from slinging a leg over the Mugen is how normal it seems – this is a superbike that just happens to be powered by an electric motor rather than a combustion engine. Although you must stretch a little to reach the bars, this helps you tuck away behind the screen in a straight line. The 790mm seat height delivers a rational stance that's pretty comfortable as well as spacious, and thanks to the way that designer Kunio Yoshimi has cleverly waisted the carbon fibre frame's twin spars, you can tuck your knees in reasonably tight, too. Thankfully, it doesn't have the Lightning's flawed riding position with too wide a seat that's probably a function of maximising battery space. As a result, like on the MotoCzysz, you feel part of the bike rather than perched a little precariously on top.

To boot up the bike, turn on the power supply via the main switch on the left handlebar, flick off the kill switch on the right one, watch the row of



LEFT: Beneath the battery pack, the Mugen-developed controller/inverter acts as the ECU, controlling the current. The motor was also constructed by Mugen, and was machined from a solid magnesium billet

BELLOW: Dash includes speedo, tacho and remaining charge – almost everything needed for a street version!



## It's taken Japan's Mugen to finally break the American dominance

## M IS FOR MOTOR

Mugen Motorsports (aka M-TEC Co. Ltd) was founded in 1973 by Hirotoshi Honda, the son of Honda Motor Company founder Soichiro Honda. This has inevitably led to the assumption that Mugen is a subsidiary of Honda, which both companies emphatically deny.



green lights across the top of the dash illuminate, then when they're all lit up just twist – and go. With Map 1 selected of the two available, the ride-by-wire throttle delivers strong but not awe-inspiring acceleration until you've really got rolling. The ECU reduces the percentage of torque available at low revs until it reckons it's safe to let you give it the berries. You can whack it hard open almost as soon as you're off the mark, but the controller won't deliver all the goods. Call it E-TC.

The power curve has been sanitised down low to make sure there's no risk of looping the loop as was indeed the case with early E-racers. But beyond a certain speed there's maximum performance from the motor, and of course the fabulous horizontal torque delivery curve which is what makes riding E-bikes so addictively thrilling.

Despite being fitted with ultra-long TT gearing, the Mugen didn't disappoint at Motegi, even if its straight line performance was ultimately more or less the equivalent of a good 600 supersport. That's a function not only of the gearing but also of the power to weight ratio, mitigated by the much hunkier torque delivery. Fortunately, without any need to work the gearbox to keep the engine running up high, that performance is immediately

accessible at all times beyond a certain speed.

Selecting Map 2 softens the power and torque delivery for a damp track surface or a tight corner exit on a dry track. John McGuinness was told to use it at places like Ramsey Hairpin and even the Gooseneck, just to soften the pick-up to optimise traction. He wasn't supposed to use it off the line for the first flat-out blast down Bray Hill etc, though that unfortunately did happen, costing him the 120mph lap. There's always next year....

Yet even in the sportier map, the Mugen is more rideable than any of the Yank tanks I've ridden. An ideal TT bike, it feels controllable yet responsive – without the aggressive pick-up from a closed throttle that made it challenging to ride the MotoCzysz hard. That characteristic extends to the Mugen's handling, which as far as I'm concerned sets new standards for E-bikes. The Nissin brakes are phenomenally good at hauling down such a heavy package from high speed, though it did take me a while to find my brake markers. There was also a useable though not particularly noticeable amount of regenerative braking dialled into the ECU map, which basically amounts to engine breaking. However, it would have been nice to be able to vary it myself for different corners or sections of the track



The conventional brake package is coupled with supplementary regenerative braking with a pre-chosen level incorporated in two distinct riding maps

## The Mugen's handling sets new standards for E-bikes

Mugen officially quotes the motor as an "Over 370 volts" package, but in fact it's understood that it exceeds 400V, making the Shinden Yon the most power packed E-racer yet built.

Showa's latest MotoGP-spec BPF has no springs fitted to save weight, and comes with gas damping in the left leg, and compressed air only in the right.



Designer Kunio Yoshimi created a slim, aero-friendly, twin-spar chassis which, like the swingarm, fairing, "tank" shroud and mudguards is made from carbon fibre.

# INTERVIEW JOHN MCGUINNESS' ELECTRIC DREAMS

**FIRST TIME RIDING** the bike was here at Motegi, and it was a frosty morning with ice on the track. I was well nervous, with loads of people everywhere waiting to see the bike run. I didn't really know what to expect, but you just get on with it, don't you? Apart from my teammate Bruce [Anstey], I've never seen anyone else ride the bike until you and some others did today. But it's backed up what I've always said – anyone can just jump on and ride an electric bike because it's such a simple, easy thing. Twist and go – it's just a big racing scooter, really, with a linear power delivery from a pretty small motor that I wish I could understand better. Me being a bricklayer, I can't really figure out how it works. It's like magic to me, just a miracle of development that keeps getting better and faster.

When I first started riding the Mugen at the TT I was obviously swapping back and forth between it and my normal bikes, but it wasn't difficult to do that because in the early days it didn't have the speed. About 125mph (200km/h) was tops, but compared to 200mph (322km/h) on a superbike with 200-plus horsepower, it was pretty docile. You jump on those things and they want to hurt you – they're spinning the wheel and wheelying everywhere, unstable as hell. But on this Mugen I just have an ear-to-ear smile all the way – I love riding it. It's been a joy to do so from the very beginning, and I think it gets the best out of you as a rider, because it gives you time to get on the perfect line, and lets you make it really flow. When you're on the superbike each corner is on top of you sometimes before you're expecting it, but with this bike you have the chance to put it where you want in the road.

Each time I do a lap on it I always wish I could just flick a switch and go for another one.

"It's improved so much year to year in the four years I've been riding it. The first year I could open my sandwich box and have a buttie going down the Sulby Straight, because it wasn't very fast. But now I'm working hard the entire lap, thinking way ahead of myself because

the window's just narrowed as it's got faster, and now you've got to be inch perfect the entire lap. Look, we've gone from 102mph to 119mph in four years – that's a huge step forward, and it shows how hard everyone at Mugen is working to push on with development.

We don't get many laps of practice, just three maximum, and you're straight into the race. So you think to yourself, a click

don't know. There's a little bit of engine braking when you back off the throttle which is the regen that just sort of drags you into the bend as soon as you pick the throttle up anywhere.

We were targeting a 120 mph lap this year, which we would have got if I hadn't messed up at the start. The Mugen doesn't really like being loaded up, so if you go through some really high speed sections the air

Bray Hill and thinking, this doesn't feel right, there's something wrong. Quarter Bridge, still the same, on towards Union Mills and then I realised what I'd done. You fool! I clicked it into Map 1 and off I went to the chequered flag. Except we were knocking on the door of a 120mph lap and I missed it by five seconds, all because of that. Very frustrating, and I was sorry I let Mugen down.

It does great wheelies – not like the Superbike that wheelstands everywhere, but you get his gorgeous long progressive wheelie that feels so sweet and gives you a real buzz. But you have to be careful over Ballaugh Bridge or Ballacrye because of all the weight in the frame. I don't know if it's doing it damage jumping off the ground and landing again quite hard, but I back off slightly on Ballacrye just to be sure. I snapped a chain at Parliament Square in the 2009 Senior TT because I used a powershifter from first to second going through neutral, and after that I've always tried to be that bit friendlier with any bike I'm racing. In TT Zero you've only got one lap, so just one chance at winning, and if anything preventable happened to stop that I'd be kicking myself for ever.

We don't have to worry about battery charge during the race, you just go and ride it as hard as you can. Mugen's battery technology is obviously pretty advanced, so that's not an issue. What is there about the bike I'd change? I like its big bike feeling. Some say it's too big and too tall, but I actually like it. I always have my bikes big at the TT, because you're on them a long time so you've got to be comfortable – I can't be cramped when I'm sat there. I suppose everybody wants more power, but I wouldn't change much else.

Electric bikes aren't everyone's cup of tea, and I know some people turn their backs on them because they don't make much of a noise. They may be silent, but they're also pretty violent. I think the more their technology is progressing, the more of us are thinking about them. It's something for sure that the government ought to get behind – encouraging people to try riding electric two-wheelers, with all the environmental benefits that may bring. One way to expose people to them would be to have electric two-seaters like MotoGP does. Two laps on one of those would get people convinced!



here, a click there, is it going to make any difference, or is it better keeping the bike as it is so you're familiar with it? It is frustrating, and I would love to ride it more to find its limits. You can feel the limits of a 600, but on the Mugen you don't ever feel like you're really out of it – sounds weird, but I'd really like to take it to a short circuit and find the limits, because I reckon they're pretty high. I don't know how they've got the connection between the throttle and the rear wheel so perfect, maybe it's because it doesn't go through a clutch or a gearbox, I

flowing through the ducts in the bodywork keep it quite cool. But when you slow down, like going through Parliament Square and then Ramsey Hairpin, Waterworks and Gooseneck, it gets quite hot which takes power away from you, which is pretty frustrating. So we were told to put it into Map 2, the slower Rain map, to give the motor a little less work climbing from Parliament Square to the Gooseneck. Anyway, I was buggering around with it at the start to make sure it worked, and I accidentally chose Map 2 off the line. So here I am rushing down

as you could on the five-way MotoCzysz system – less for a series of flowing corners, or even turned off altogether so as to keep up turn speed, more for hard stops followed by slow turns. You can't do that on the Mugen, and I think it's a mistake.

But in my second session I started to use both brakes to something approaching their true potential. It felt awkward at first using the scooter/bicycle-type rear brake lever mounted on the left clip-on, especially trailbraking into the chicane at one end of the Motegi short circuit. That said, even with the Mugen's heavy weight I could brake with complete stability and poise from an indicated 200km/h at the 150m mark down to 40km/h for the tight right entry. Plus, even using the rear brake very hard, I had no risk of chattering the rear Dunlop as on a combustion engined bike, especially a twin.

The Mugen steered easily and predictably as I laid it into the turn on the brakes, and again lifting it from side to side in the flip-flop chicane, without the feeling it wanted to fall on its side like more top heavy E-bikes packed to the gills with batteries. The architecture of the bike has obviously been carefully thought out by Yoshimi-san and his team, because

the battery pack is mounted high enough in the chassis to prevent any ground clearance problems at full lean, without making the bike feel top heavy.

The soundtrack for my ride around the circuit was silence – the Mugen is quieter than any other E-racer I've yet sampled, besides the MotoCzysz. Unlike the Mission R's admittedly addictive and utterly thrilling scream of speed uttered via its straight-cut primary reduction gears, the Mugen wafts along completely silently at high speed, with just a remote whine from the motor. There are zero emissions as you do so, but also zero dBs – all I could hear through my Arai's shell was the swish of the Dunlops running over the tarmac, plus a little chain noise, but that's all. There wasn't even much wind roar from my helmet, thanks to the Mugen E-bike's effective streamlining. It's quite uncanny, and frankly a little underwhelming. The visceral thrill of mechanical sound is a key contributor to the thrill of going fast, whether emanating from the exhaust, the primary drive, or the engine itself, and riding the Mugen at high speed underlines that.

Having hosted its annual Japanese MotoGP race the previous month, the Motegi track surface

## MORE KW LESS KG

**WEIGHT IS AN** E-bike's biggest enemy, with the massive battery pack needed to power the 2015 TT Zero-winning Mugen Shinden Yon round one lap of the 37.73-mile Isle of Man TT Course at racing speeds dominating its architecture. So every effort has been made to carve off the kilos. Carbon fibre has been used extensively, including in the chassis, which was cured in the company's own autoclave oven in its Tokyo HQ. So too was the carbon battery pack casing with Kevlar-reinforced edges and joints that's slotted inside the frame, but doesn't

NEAR RIGHT: The lithium-ion pouch cell batteries are supplied by the team's principal sponsor Hitachi through its Maxell subsidiary, and are air-cooled via an internally ducted system incorporated in the bodywork

FAR RIGHT: Remember, this is the rear brake, not the clutch!



### WHAT'S IN A NAME?

Shinden stands for shin, meaning "god" and den as in "electricity". Yon is Japanese for four – this is the fourth version of the bike.



function as a load carrying component. And the motor was machined from aluminium billet – a costly process that took three entire days of CNC time.

Unlike on the world's fastest E-bike, the US-built Lightning LS-218, or indeed Honda's own prototype RC-E, the motor is not incorporated in the swingarm, but is mounted separately low down beneath its pivot point, in the optimum location for ideal handling at the rear of the converter.

With the accent on weight saving for the cycle parts, it's quite a surprise to find that the wheels Mugen uses are Marchesini forged magnesium items, rather than the even lighter BST carbon fibre wheels employed on the MotoCzysz, which further reduce weight and, being unsprung, optimise suspension compliance, as well as enhancing acceleration and braking via reduced rotational weight, and thus inertia.

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## specs

### Shinden Yon



#### BATTERY/MOTOR

**Motor** Brushless DC  
**Battery** Hitachi Maxell high-energy aluminium laminated Lithium-ion  
**Battery capacity** Not given  
**Battery voltage** 410 volts  
**Charge time** 5 hours at 240V, 8 hours at 110V  
**Cooling Oil**  
**Power** Over 110kW @ 8000rpm  
**Torque** Constant 220Nm from 1 rpm

#### TRANSMISSION

**Type** Single speed

**Clutch** N/A

**Final drive** Chain

#### CHASSIS

**Frame material** Carbon fibre

**Frame** Twin-spar

**Rake** 23°

**Trail** 105mm

#### SUSPENSION

**Front:** 48mm fully-adjustable Showa BPF fork  
**Rear:** Carbon fibre swingarm with adjustable-rate variable link, and fully adjustable Showa monoshock

#### WHEELS/TYRES

**Wheels** Marchesini forged magnesium

**Front:** 17 x 3.5 **Rear:** 17 x 6.0

**Tyres** Dunlop Sportmax D812 GP  
**Front:** 120/70ZR17  
**Rear:** 195/65-17

#### BRAKES

**Nissin**

**Front:** Twin 320mm steel discs with radially mounted six-piston calipers  
**Rear:** Single 220mm steel disc with twin-piston caliper, and supplementary regenerative braking

#### DIMENSIONS

**Weight** 250kg (claimed)

**Seat height** 790mm

**Max width** Not given

**Max height** Not given

**Wheelbase** 1485mm

**Fuel capacity** N/A

#### PERFORMANCE

**Range** 38 miles (61.5km) at TT Zero race speed

**Top speed** 265km/h

#### CONTACT & SALE INFO

**Testbike** M-Tec Co. Ltd., Asaka City, Saitama, Japan

**Contact** [www.mugen-power.com](http://www.mugen-power.com)

**Colour options** TT racing livery

**Warranty** N/A

**Price** N/A

**Availability** Mugen currently assessing production options



LEFT: McGuinness will be itching to break the 120mph barrier in the 2016 TT

BELOW: A lightly treaded rear for Sir Al's trackday; at the TT, slicks are used



## "We are considering to go into production with the Shinden"

was billiard table smooth, so there was no basis for comparison with the Isle of Man! But the meaty-looking Showa BPF fork did a great job of countering the massive combined weight transfer of those batteries and yours truly under the balls-out braking the Nissin package invites. No street sweeping with a lifted rear wheel, no weaving around my chosen line – the Mugen just stopped level and poised. But I did help that happen by using the rear brake first for a hard stop from high speed, so as to load up the back wheel first before hitting the front six-pot brakes. This is easy to do with the handlebar-mounted lever, which John McGuinness must have liked, being used to a thumb brake on his combustion Hondas. On what would have been a third-gear sweeper on a 600 Supersport at the end of the pit straight, the Mugen's forward weight bias gave lots of confidence in keeping up turn speed.

This is just a very addictive motorcycle that it would be great to take on a twisty country road in a real-world ride. And that's where I hope the Mugen Shinden is headed one of these days – to a country road near you, or preferably nearer me! Indeed, Mugen CEO Tomoyuki Hashimoto says this is what the company is working on. "We are considering to go into production with the Shinden, to sell all over the world," he says. "We are considering every possibility, but this probably takes a minimum of two or three years before we can achieve this ambition. But we would like to find a way to bring this technology to customers."

Watch this space! ■



# FOR LIFE'S GREAT ADVENTURES



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**MOTOR**  
**CYCLE**

Despite fierce competition, the BMW S 1000 XR was the clear winner of this year's MOTY gong: "If you don't believe it you haven't tried it."



2015  
**Motorcycle  
of the  
Year**

# Riding the island

What would you say if someone invited you on a tour of Tassie including bikes, gourmet food and the chance to help the needy?

Ralph Leavsey-Moase said...

■ STORY RALPH LEAVSEY-MOASE  
■ PHOTOGRAPHY AJ & RALPH LEAVSEY-MOASE





Riding  
the  
island



**Y**es! Swift and affirmative as you can get. The gig didn't sound easy on paper, but there were some seriously tempting perks. There would be quality Tasmanian roads made for cornering par excellence with scenery to match. Joining us would be an entourage of celebrity chefs and their motorcycle-loving crew, bound to be a good laugh. Some luxury accommodation and a few surprise culinary treats chucked in ... and Triumph jumping on board with a selection of touring iron. If that wasn't enough, there was also the feel-good prospect of helping with the AMCN jacket drive (in Hobart), and being involved in the behind-the-scenes filming of a TV show. Plus, the clincher: I could take my other half and enjoy an Apple Isle getaway that you don't get offered twice.

So that "yes" was sliding off my Hellyers single-malted tongue faster than I could print out the tickets for the Sunday departure on the Spirit of Tasmania. The tall guy with the fun passes quipped: "You can borrow my heated vest and gloves because it is a forecasted roaring forties 6°C." That was just as we were leaving a beachside 27°C – a fine state of affairs! Maybe he knew something we didn't.

The convoy included cook-up-a-storm chefs Duncan Robertson and Gordie Brown on Triumph

Thunderbird LTs, director and cameraman Andy Beck on a Triumph Sprint 1050, Duncan's wife Julia and son Jesse in the back-up SUV (stuffed full of jackets for the cause), and my partner AJ and I on the Triumph Trophy SE.

Under strict instructions, AJ kept the baggage to an appropriate limit for an eight-day sojourn – on a bike extremely capable of carrying a three-month European tour load. That meant I could leave the electronically controlled suspension settings on Sport with two people – and the FM radio channel on 3RRR. In the queue for the Spirit of Tasmania, everyone was quick to say hello, and ask what the Trophy was like to ride. We knew within five minutes we would be travelling with enthusiastic, caring, fun-loving and easy-going bike nuts who had a passion for food, people and corners. Tassie was going to be somewhere between epic and unusual, with a high likelihood of weight gain.

The schedule was laden with a stack of tourist destinations, but with the option of bypassing things which didn't take our fancy by simply taking another route. That's the joy of riding Tassie, every road leads to a new and interesting destination. We took the detour option via the Bay of Fires and the brilliant St Marys Pass, full of corners and sunshine, then arrived at the scheduled catch-up point with



Duncan offered to lead the convoy with the words: "How lost can we get, we're on a bloody island!?"

## Duncan's ride

Duncan Robertson shares his thoughts on the LT: "For me the Triumph Thunderbird LT brought on some bad boy moments. The banging hot noise from the 1700cc engine got me excited with every twist of the throttle. The blue metallic paint with the white strips took me back to my childhood, when I dreamed of being a star on CHiPs. The bike performed and felt very confident on all surfaces, including gravel and dirt. The windscreen protected me perfectly from hail and wind and the side of the road lighting from the triple headlights was incredible. I want one – badly!"



## Gordie's ride

Gordie Brown tackled Tassie on the Storm – appropriate considering some of the weather en route. Here's his verdict: "Riding the Triumph Thunderbird Storm makes me remember getting a tattoo for the first time. Jumping from a light sportbike to a big, heavy, cumbersome cruiser had me thinking 'what am I doing here?'

"Different riding position, no fairing, a torquey 1700cc rumbling motor and no electronic gizmos to play with along the way, just a raw riding experience. But as you ride the beast for longer,

the negative comparisons disappear and it leaves you with a totally unique sensation. It takes away the sports go-fast feeling and makes you enjoy everything that the growling engine, recliner-chair riding position and the never-ending horizon have to offer – especially on the twisty roads around Tasmania.

"My Storm time was addictive, just like getting ink done for the first time, and it leaves you craving more. Thank you, Triumph, for the new addiction. Till we meet again, hopefully soon."



Close-up wheel shot? Tick!



## Food For Thought Tour

Our chefs organised more jackets to be donated to cause and cooked up a storm for the disadvantaged. No mean feat with all the work they had to do for their up-coming TV show, *Food For Thought Tour*. Both were emotional when we downloaded the footage of our eight-day adventure and

sorted it into best riding, best scenery and best experience. Duncan and Gordie were both moved by helping a young man out with a jacket and took an interest in his troubled life – he had lost his mother to drugs a few weeks before.

*Food For Thought Tour* screens Saturday, 5 December, 4pm on Channel Nine.



Bertrand Cadart – who among many other claims to fame designed the bikes in the first *Mad Max* movie – at the Motorcycle Museum.

Every location provided us with the opportunity to peek into the world of high-quality television filming as Andy directed the boys and grabbed footage from different angles.

Out on the road, I was getting to grips with the Trophy SE. By day two I began to gel with the super-sized touring bike, raising the electronic screen to reduce the chilly air, then lowering it as the corner intensity increased. The 1200 triple-cylinder engine pulls a gear higher than most other large deluxe tourers and there is a stupid amount torque under the acres of curvaceous plastic fairing. It's the same engine I've enjoyed in Triumph's Explorer with the same smooth clutch, gears and driveline. Low down the engine feels remote and almost unaware of its own strength, until the taps are opened (rare in Tassie) and then it feels like a west coast hydro power station with massive mid to upper rev-range power. Above 6000rpm it starts making that glorious triple note and at higher speeds it eats up the country with the 26-litre tank offering a 400km range.

On day two we endured a long, cold ride that bordered on dangerous as a gale-force Antarctic southerly blew its heart out. AJ and I again



detoured, this time for comfort and safety reasons, into Freycinet National Park. We met up with the group again at Swansea following their filming obligations with Le Frog (Bertrand Cadart). We then rode into the teeth of the ocean storm along the coast. While the cruiser-mounted boys were copping it big time, the Trophy offered plenty of protection from the hail and blizzard-like cross winds that did their best to push us off the road.

Nature's temper abated by late afternoon as we snuck into Doo Town for more filming, and a visit to what is touted as the best fish and chips in Tassie. I don't know if it was the cold or the hunger, but the freshly caught local fish and scallops were quickly added to my don't miss list for anyone asking advice on the best place to eat. Fed, feisty and a little warmer, we headed off to our accommodation in Hobart for a well-earned rest and to prepare for the inaugural AMCN Jacket Drive distribution event in Hobart.

Our community-minded crew visited various suppliers to gather enough produce to feed a small army. This turned out to be a large group of disadvantaged people connected through Mission Australia. We also handed over plenty of jackets as part of the AMCN Jacket Drive (see Vol 65 No 05), which made sense given the longer and colder winter compared to the mainland.

## The Trophy offered plenty of protection from the hail and blizzard-like cross winds

Big thanks to Kathryn Cranny from Mission Australia, as well the crew who rode down and helped out





Strahan rhymes with prawn  
– just think fresh seafood

### Top Tassie tip

This visit was my eighth time on the Apple Isle on a motorcycle and the one constant is they have all been unforgettable trips – and all have been unique. My biggest tip is to only plan a rough, yet flexible itinerary to take into account the changeable weather and the desire to spend more time in an unexpected delight. You can easily do two trips and never use the same roads twice.

Each region of the island is distinct: wilderness to almost English farmland to rugged alpine landscapes, all condensed into a relatively small area. We knocked over 2000km in a week.



You pretend it doesn't matter, but everyone wants to be first onto the ferry



### Get shucked!

Even after seven previous motorcycle riding visits to Tassie, the ferry from Kettering to Bruny Island had eluded me. The 20-minute \$5 return trip is incredible value for a day of riding around a breath-taking scenic masterpiece of two islands linked by a thin strip of land. The island is a step back in time surrounded by natural beauty and a surplus of local food and interesting activities. The wild boat ride around the eastern side attracts 45,000 punters a year, however, our highlights were shucking and gobbling down fresh oysters from the farm's boat and a ride to the southern lighthouse. There is much to see and lots to do. Don't pass by Bruny.

### Do the do

Doo Town is a quaint little village not far from Eaglehawk Neck A9-C338 on the way to Port Arthur. It has a lot more to offer than the signs outside all the cottages such as "Dr Doolittle" and "Do Me" (though they're good too). Down Blowhole Road you will also find a van called Doo-lishus where they sell the best fish and chips on the south side of the Tasman – and the scallops are even better.



We recommend the John Doo-ry and chips

### Refuel the soul

A substantial day's ride is the epic round trip from New Norfolk to Strathgordon on the B61. On a sunny day the views and the ride itself are well worth the commitment of using one road in and returning on the same tarmac in the opposite direction. This is one of the best clean-your-mind and top-up-your soul rides I know.

Handing out jackets and helping to feed those in need did wonders for my karma, helping to balance the indulgence of the riding to come. Unless you live beneath a rock, you would no doubt be aware that Tasmania serves up some of the finest motorcycling roads and corners in Australia. There is no one best road or series of roads, although I do have some favourites. And one of the very best is the run from Hobart, across the rolling hills of the farming district to the west of the city, and over to Strahan on the coast. Sure, 300km may be a morning's stretch on the mainland, but in Tasmania it's an extended opportunity to ogle the scenery, while still enjoying what is best described as motorcycling nirvana.

Every corner revealed increasingly spectacular vistas. Left and right were craggy mountains, running rocky streams and dense forests. Apart from taking in the natural wonders, we also had to keep an eye out for bouncing suicidal wildlife between Queenstown and Strahan. By the end of the ride we were ready for a rest day, which we chose to spend cruising beachfronts on the Trophy. The day was topped off with an awesome cruise on Macquarie Harbour and the Gordon River.

The west coast is a place for adventures, often



The growl of the Thunderbirds' parallel twins boomed over Hobart

under a deluge. But this time the rain gods smiled on us so we decided to push further up the coast to Corrina. The truth is AJ and I wanted to try a little time away from civilization. The old-fashioned huts nestled around the Pieman River offer unparalleled tranquillity and peace – the equivalent of time in Nepal spent navel gazing, if that sort of thing appeals to you.

From our recharge in Corrina, we made a beeline for Devonport to again meet up with the crew. Next time I will take my own advice and allow more time for exploring the north-west cape via Cradle Mountain and the Sheffield region. We still made the most of the trip across, sucking in the beautifully empty roads and brilliant corners. In two hours we saw one car! These are roads that you'd sell your grandma to ride, back on the mainland.

Eight days passed in the blink of an eye and as we rode back onto the Spirit of Tasmania and prepared to sail north we all wondered where the time had gone. I have ridden Tasmania on a number of occasions and it never fails to deliver an amazing riding experience, leaving you with a feeling only other Tassie riding tragics will understand. Time to begin planning my next trip I reckon.



## Oldies and goodies

The motorcycle museum halfway down the east coast is worth the visit for two reasons. First, you have to ride to Bicheno (use St Marys Pass and visit the Pancake Café on the way) one of the best-positioned towns in Tassie, bathed in sunlight and surrounded by jewel blue sea and white sand. Second, the museum has a brilliant collection that will have you saying "Wish I hadn't sold that model!" and "I remember riding one of those..."

Bicheno Motorcycle Museum and Restoration, 35 Burgess St, Bicheno, (03) 6375 1485



## Switching cruisers

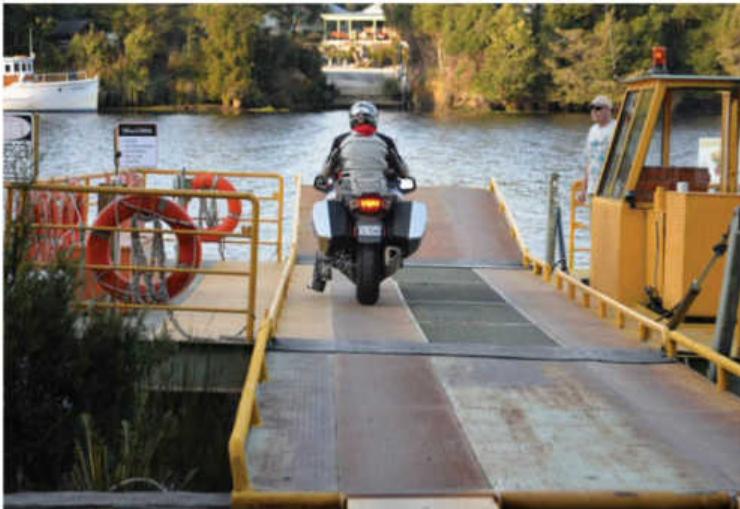
Check out the Macquarie Harbour (Strahan) and go out the Hell's Gate entrance to the largest harbour in Australia with a mini-adventure into the pristine Huon Pine wilderness of the Gordon River. This is not to be missed and will give you a sensational day off. We enjoyed the upmarket Lady Jane Franklin 11 with the comfort and food beyond my budget (we tagged along with the film crew). The adventure starts from \$125.

## Culture hit

I recommend a day at MONA (Museum of Old and New Art), 10 minutes out of Hobart. Note, it does contain adult themes (and after all those Tassie oysters it did things to the adults). The ferry out to the museum is \$20.



The Tasman Arch and Freycinet National Park





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Also check out the AMCN model guide on pages 114-117 for ALL new-bike prices.



## AJ's ride

"Packing lightly for four-seasons-in-one-day weather seemed a huge task, but who wouldn't want to take on that challenge, when you have the opportunity to travel Tassie as a pillion with celebrity chefs? As we'd hoped, the Food For Thought tour was a wonderful experience.

"Tassie has a hidden beauty, a richness and a vastness but it's all so compact you can see, explore and do so much in eight days. Travelling in a small group also added a diversity and fullness to our trip – each individual had a story to tell at the end of the day. This trip wasn't just about the sightseeing, it also had purpose, to help those less fortunate.

"There is an earthliness to our southernmost state, an abundance of nature, and a sense of nurture. In Hobart, a new wave of trendy bars and café nooks is emerging with young entrepreneurs. It lifts the spirits and makes you believe that anything is possible – it added the carefree feeling during

our long runs of twisty roads. The Triumph Trophy took us to the places we wanted to see, and for me it was a comfortable pillion ride over a variety of road surfaces. At first I thought the bike was heavy, and it was, but as the days rolled on the feel seemed lighter and more agile. But perhaps that was also Ralph and I working as a team and getting into the groove of the machine and all it had to offer.

"For me it didn't matter where we went exploring: a coastline, a road with never-ending twists and turns, the views of natural beauty, rivers, mountains, beaches, rock faces, and amazing sunsets that lit up the landscapes they touched. This trip took my breath away and filled me with a sense of freedom. To top it off I was the pillion which only added to the carefree, go-with-the-flow experience of touring this wonderful state. It's an experience that I will take with me and retell for a long time to come." ■

## "Tassie has a hidden beauty, a richness and a vastness"

Ralph's new dream job:  
bike postie at Strahan.  
Sadly, they weren't hiring

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Triumph Thunderbird LT: from \$24,490 (+ ORC)

## Worth the detour

Any sign which points to waterfalls. Tasmanian waterworks are beautiful and are often surrounded by ferns and rainforest. Try Russell, Liffy, Montezuma and Nelson Falls.

## If not this time then next

Corrina Lodge – just do it. It's worth the ride, worth the stay and well worth the relaxing step back in history on the Pieman River. It's nestled in the cool temperate Tarkine forest of the inhospitable west coast and gets a massive thumbs up despite the \$15 ferry ride.



Tyres Wheels Batteries



TAKE THE

# PEAK HOUR challenge

Lane filtering laws could give you a big chunk of your day back – try it and see

■ STORY CHRIS DOBIE ■ PHOTOGRAPHY PAUL ANDREWS

This feature requires audience participation. I also hope it's informative and entertaining, but without your involvement it becomes an exercise in preaching to the converted.

The plan is to spread the word about the benefits of lane filtering, and encourage drivers to get out of their cars and onto a motorcycle for their daily commute to work. Apart from benefits to the individual – who will spend less time in traffic – it will cut down congestion for everyone. Plus, coaxing a car driver onto a motorcycle (even if it is just for a short time) will allow him or her to see the world through bike rider's eyes, and become more aware of two-wheeled traffic. The end result will be more effective traffic flow and safer roads.

So here's my plan: each reader should plonk this story in front of at least one non-bike-riding car driver and let them discover for themselves just how much of their life is being wasted sitting behind the wheel of a car stuck in traffic, when they could be enjoying a straight-through run to their destination. Is there any bigger time vampire than traffic congestion? As a bike rider I'm constantly

ABOVE: Front of the queue for McCann and the Fonzarelli - Ehhh!

amazed at how many people seem content to sit in a large car, mostly by themselves, and creep towards their destination an inch at a time.

In 2014 sanity began to prevail as the NSW state governments legalised lane filtering. Queensland followed suit earlier this year. On 2 November this year, while Australia prepared for some sort of drinking game involving a horse race, lane filtering rules came into force in Victoria, and at that moment Melbourne became the most motorcycle friendly capital city in the Australia. Lane filtering and sidewalk parking have made Melbourne a two-wheeled commuter's paradise, however, it's a southern nirvana that many more of us could – and should – be enjoying.

To test just how much of a benefit lane filtering is, the team at AMCN lined up for a peak-hour trip from Gassit HQ to the centre of Melbourne. Three modes of transport were used, with the journey undertaken at the height of the city's notorious peak hour (actually about four hours in the morning and four in the evening). Paul Andrews drew the short straw and took the iLoad long-term van. Mark Vender, still on his L plates and



## Filtering facts

In Australia, less than five per cent of road users are motorcyclists, so it's difficult to gauge the effect filtering has on relieving traffic congestion. What we do know is there's plenty of room for improvement. In many Asian countries, motorcycles (predominantly scooters) are the main form of transport. The crazy mix of cars and bikes on Bangkok's infamously congested roads is legendary. If it weren't for lane filtering the city would be brought to a standstill.

In the Vietnamese city of Ho Chi Minh it's estimated more than three million motorcycles crowd onto the

roads each day, yet the traffic flows relatively freely as cars allow bikes to filter around them.

In Los Angeles, where more than 200,000 motorcyclists share the road with an estimated two million cars, lane filtering is actively encouraged by all road users.

A 2011 study in Brussels revealed that even when working on a ratio of 90 per cent cars to just 10 per cent motorcycles, preventing motorcyclists from filtering, and therefore taking up road space equivalent to one car, doubled the travel time for all road users through the test zone.

therefore not legally allowed to lane filter, caught the train. And Sports Editor Paul McCann chose to tackle the challenge on the Fonzarelli electric scooter. Why a scooter and not one of the many high-powered exotica lined up at Gassit HQ? When it comes to manoeuvrability through traffic, inner-city commuting and easy parking, there's no better mode of transport than a scooter.

The commuting challenge kicked off from the AMCN office at 8am, with McCann rolling off on two wheels, Andrews on four, and train-bound Vender striding off towards Huntingdale station on foot. It took all of a minute for the little scooter to disappear into the distance. The Fonzarelli may only have a top speed of 80km/h, but in Melbourne's peak hour traffic that's more than enough. In the interests of fair play McCann rode the little scoot in the same manner as Joe Public would, not like the racer he is. He even waited for Andrews in the iLoad to catch up to him at the infamous Princes Highway/Dandenong Road, intersection – a frustrating bottleneck where it's not uncommon to be forced to wait three or four

sets of lights before moving on.

McCann and the Fonzarelli simply filtered effortlessly between the parked cars to the front of the queue. Half a minute later he got the green, and while the driver of the car next to him finished her text, McCann was already zipping away from the pack. Back in the van, already more than five minutes behind the scooter, Andrews was stuck behind two trucks driving side by side, and his stress levels were going off the chart.

Meanwhile on the train, Vender, despite appearing relaxed as he read the latest issue of AMCN, was more than just a little perturbed by the man's hairy leg rubbing on his, and the almost toxic levels of BO in the sealed cabin.

With a range of 50km per battery and a distance of just 20km between Oakleigh and the Powershop in Melbourne's CBD, McCann was in no danger of running out of battery power. Of course, running out of petrol in the diesel iLoad wasn't something Paul Andrews had to worry about either, but he did constantly find himself in the only lane not moving on the Princes Highway, while McCann legally filtered between moving cars travelling at less than 30km/h (almost all of them) allowing him to retain an average speed for the entire trip of 31.9km/h.

Just as the clock ticked over to 35 minutes, McCann rolled up to the front doors of the Powershop. He effortlessly and legally parked the little Fonzarelli on the pavement out front, saving

RIGHT: (Vender) "Must have, fresh, air!"

BELOW: (Andrews): "Learn how to drive yukkarns!"

INSET: Lattes for McCann and Vender, a straight up late for Andrews



**Just as the clock ticked over to 35 minutes, McCann rolled up to the front doors of the Powershop**

#### Did you know?

A 2011 traffic study in Brussels calculated that if 25 per cent of the population rode a motorcycle, traffic congestion would be eliminated.

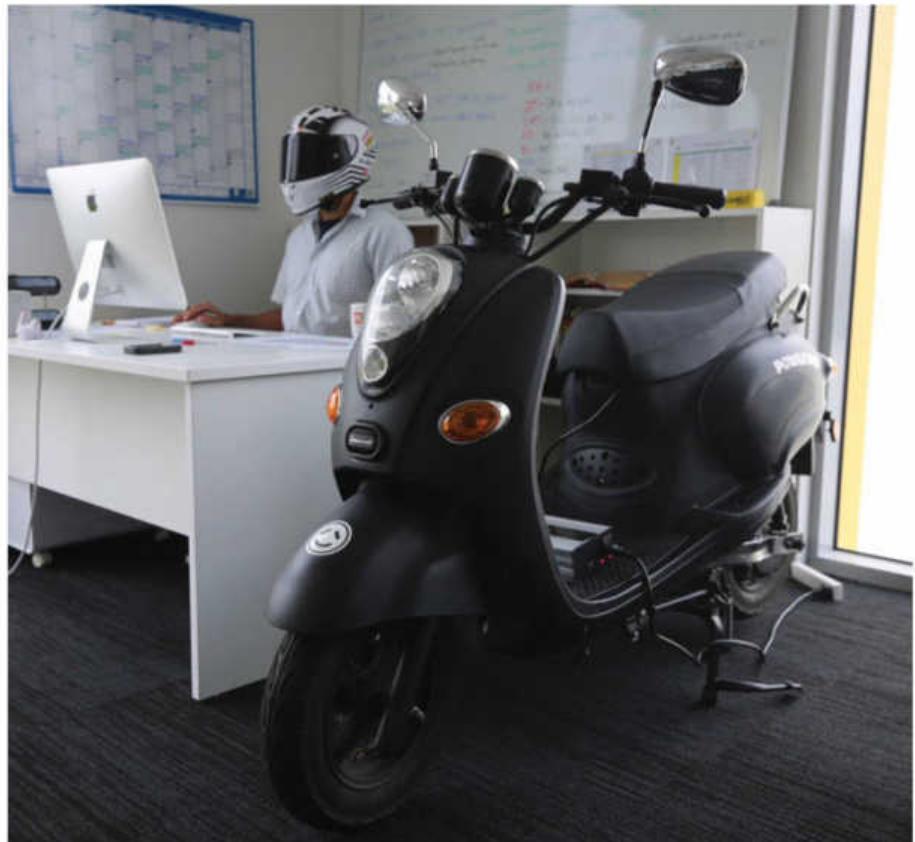


another chunk of time, as well as money and aggravation looking for a parking space. Vender arrived from Flinders Street station 17 minutes later and was already checking his timetable for a train back. Andrews arrived 18 minutes later than Vender and a whopping 35 minutes after the scooter – and he still had to find a park.

McCann had one last trick up his sleeve. Being electric, the little commuter does not get hot or have an oily engine smell, making it totally unintimidating in the office environment. Staff didn't bat an eyelid when the Fonzarelli was wheeled into a friend's office – in fact they all stopped to admire it in the foyer. Then it was parked next to a workstation and plugged into a standard wall socket, where it recharged while the early arrivals went for coffee.

Based on our rough calculations, if a car driver travelling around 20km into the CBD each day changed their mode of transport from car to a motorcycle they could cut over an hour from their travel time each day. That's five hours per week, or approximately 240 hours per year. Then there is the saving on running costs. Running an internal combustion engine scooter costs very little; it becomes almost zero if you go electric and scab someone else's power like we did.

The benefits are clear to see, all you need to do is try filtering for yourself. Are you ready to take the challenge? ■



## Regional rules

# FILTERING: THE STATE OF PLAY

**NSW LED THE way in July 2014 with Australia's first lane filtering laws. The decision followed a 2013 trial in Sydney's CBD.**

As the majority of NSW motorcyclists already filtered, motorists didn't notice any major change in driving conditions. Due to the location of the ACT (it's a territory located within NSW if you are unsure) it made sense for Australia's Capital Territory to follow suit, and it did, but only with a trial of the NSW rules.

The rest of Australia was expected to allow filtering, but so far only Queensland (2014) and Victoria (2015) have done so. Complicating matters further, each state has its own unique set of lane filtering laws...

### Undecided

While not specifically illegal, riders can be (and often are) fined for a range of traffic offences, including unsafe overtaking

### Meh, your choice

Even the Northern Territory road book describes lane filtering as "not recommended" – in other words, you'd be unlucky to get nabbed for it

### Easy going

Officially it's a no no, but as long as you don't overtake on the left and stay wholly within the lane of the car you're passing it's usually OK

### Filtering is legal

Riders can use emergency lanes, use the road shoulder, and use bicycle waiting areas at traffic lights

### Filtering is legal

Riders can filter next to parked cars unless signs say otherwise or if it's unsafe to do so

### Filtering is legal

Riders cannot use the emergency lane, use the road shoulder, or filter above 30km/h

### No worries

While filtering is not legal in Tasmania, traffic jams are so infrequent, filtering is rarely required

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2015 MOTOGP SEASON



# 2015 TITLE FIGHT

From Qatar in April to Valencia in November, Rossi and Lorenzo fought one of the greatest championship duels in history. Here's how it unfolded, blow by merciless blow...





■ STORY MAT OXLEY

■ PHOTOGRAPHY GOLD & GOOSE

This title fight was special in so many ways. Jorge Lorenzo failed to even make the podium in the first three races, while Rossi was rejuvenated and taught youngster Marc Márquez a lesson or two in ruthlessness. But it all climaxed in the most poisonous way possible at Valencia, with Rossi hurting from his Sepang punishment and accusing his Spanish rivals of colluding against him to keep the title in Spain. Did Márquez ride shotgun for Lorenzo? Did Rossi trigger the whole debacle by attacking the reigning champion at the Sepang press conference? Who can be sure? All we can say without doubt is that Lorenzo won seven races to Rossi's four.

# TITLE



## ROUND 1

Qatar, Losail  
April 29

### QUALIFYING

Lorenzo 6th  
Rossi 8th -0.140s

### RACE

Rossi 1st  
Lorenzo 4th -2.707s

### POINTS

Rossi 25  
Lorenzo 13

THIS WAS A weird start to a beautifully weird season. Ducati came out swinging with its new GP15, Andrea Dovizioso taking pole position while Lorenzo and Rossi languished in sixth and eighth on the grid. On Sunday Rossi pulled the rabbit from the hat, his main opposition in the final laps coming from the factory Ducatis, which he beat by a fraction. But perhaps he had been lucky: Lorenzo was with them until his helmet liner came adrift, obscuring his vision, and Márquez spent the whole race fighting back from a first-corner excursion.



Rossi began his 20th GP season in winning style



NORMAL SERVICE HAD been resumed, it was presumed. Márquez scorched to his first victory of 2015, surely the first of a title hat-trick season? The Yamahas struggled because Austin destroys front tyres and the M1's more so than those of the other bikes. Rossi and Lorenzo fitted wider front rims in search of more tyre life but at the cost of slower steering. Everyone focused on preserving front tyres, Rossi taking third behind Dovizioso. Lorenzo was further back, lacking rear grip after further changing set-up to help the front.

## ROUND 2

USA, Grand Prix of the Americas  
12 April

### QUALIFYING

Lorenzo 3rd  
Rossi 4th -0.033s

### RACE

Rossi 3rd  
Lorenzo 4th -3.562s

### POINTS

Rossi 41  
Lorenzo 26

## ROUND 3

Argentina, Termas Del Rio Honda  
19 April

### QUALIFYING

Lorenzo 5th  
Rossi 8th -0.405s

### RACE

Rossi 1st  
Lorenzo 5th -10.192s

### POINTS

Rossi 66  
Lorenzo 37

IT'S NEVER WISE to judge a season by the first race, so when the paddock hit Argentina, Rossi's Qatari win meant less than his Austin third place. Qualifying seemed to confirm that view: he was a whole second off pole man Márquez. The race turned out differently. Márquez's soft rear tyre wore out and Rossi tore chunks out of his four-second lead to take the lead with two laps to go, Márquez's counter-attack going badly awry. Lorenzo chose the wrong front and limped round in fifth, 10 seconds and 29 points down on his teammate.



How to win friends and influence people in Argentina: wear a Maradona shirt



# FIGHT

## ROUND 4

Spain, Jerez  
3 May

### QUALIFYING

Lorenzo 1st  
Rossi 5th -0.722s

### RACE

Lorenzo 1st  
Rossi 3rd -11.586

### POINTS

Rossi 82  
Lorenzo 62

**WAS THIS THE** same Lorenzo who hadn't even seen the podium at the first three races? Whatever he was on now, it worked. He took pole, almost four tenths ahead of Márquez, and then checked out from the start, relishing in the clear track to use his swooping wide and devastatingly fast cornering lines. Rossi made the best of what might have been a bad day. An aggressive first few laps got him into third place but he was never going to get close to the Spaniards ahead of him. Lorenzo's first win of 2015 closed the point gap from 29 to 20.



Lorenzo finally found his form at Jerez, Spain, winning in typical fashion



The sight of Lorenzo leading from the front became a common one

### LORENZO'S SATURDAY

**AFTERNOON** was ruined by a broken electronics sensor that spoiled his feeling during braking, but nothing ruined his Sunday. This was another walk in the park, no one else in the same league. He dominated the entire race, although Rossi did work another miracle, charging through from the third row to move into second place. Once there he did take one small bite out of Lorenzo's advantage which only spurred his teammate to greater efforts. Rossi's lead was down to 15 points.

## ROUND 5

France, Le Mans  
17 May

### QUALIFYING

Lorenzo 3rd  
Rossi 7th -0.506

### RACE

Lorenzo 1st  
Rossi 2nd -3.820s

### POINTS

Rossi 102  
Lorenzo 87

## Was this the same Lorenzo who hadn't even seen the podium at the first three races?

## ROUND 6

Italy, Mugello  
31 May

### QUALIFYING

Lorenzo 2nd  
Rossi 8th -0.434s

### RACE

Lorenzo 1st  
Rossi 3rd -6.661

### POINTS

Rossi 118  
Lorenzo 112

**MUGELLO HAS BEEN** Rossi City since the late 90s, and this time the fervour was madder than ever. However, the crazed support of the fans didn't do their idol any good in qualifying. Once again Rossi was eighth, just like he had been before his previous two wins, but this time there was no Lazarus-like victory. While Lorenzo waltzed away from the Ducatis, inch-perfect all the way, Rossi was floundering in ninth. He did well to fight his way to third but he knew he must fix his qualifying problems if he was to halt Lorenzo's resurgence.



Rossi's fans did not get to cheer the usual victory at Mugello

# TITLE



Márquez crashed out on lap three, all but ending his chances of a title hat-trick



LORENZO SPENT PRACTICE doing breathtakingly perfect runs like an artist creating a masterpiece. Rossi meanwhile was a gloomy third-row starter once more. And then a minor miracle. In the race he made his usual progress through the pack, got into second and then started inching closer, a tenth here, a couple of tenths here. Lorenzo skated on the brink to beat his teammate by just nine tenths. Otherwise the numbers didn't look good for Rossi: Lorenzo had led the last 103 laps and had closed from 29 points to one point down in four races.

## ROUND 7

Catalonia,  
Catalunya  
14 June

### QUALIFYING

Lorenzo 3rd  
Rossi 7th -0.412s

### RACE

Lorenzo 1st  
Rossi 2nd -0.885s

### POINTS

Rossi 138  
Lorenzo 137

## ROUND 8

Netherlands, Assen  
27 June

### QUALIFYING

Rossi 1st  
Lorenzo 8th -0.415

### RACE

Rossi 1st  
Lorenzo 3rd -14.576

### POINTS

Rossi 163  
Lorenzo 153

THIS CERTAINLY LOOKED like a turning point. After four defeats, Rossi won the race by conquering Márquez at the final chicane, while Lorenzo was in big trouble. Rossi claimed his first pole of 2015, Lorenzo was on the third row, lacking side grip. In the race Rossi once again showed his genius for making things up as he goes along. After colliding with Márquez he switched into dirtbike mode, gassing it up to lift the front wheel as he sped through the gravel trap. This was Lorenzo's worst race: at the flag he was 14.5 seconds behind.



Rossi called on his dirtbike skills to claim victory at Assen

## After four defeats, Rossi won the race by conquering Márquez at the final chicane

With the Hondas dominant in Germany, Rossi won the battle of the minor places



HONDA'S ONLY ONE-TWO of a troubled year, with Márquez a couple of seconds ahead of Pedrosa. Rossi chased the second Repsol Honda but at a favoured RCV track he didn't have the weaponry and had to settle for third. It was much worse for Lorenzo. The Sachsenring is vicious on the left side of tyres, so for this race Bridgestone's tyre allocation featured no "soft-edge" treatments. Once again he couldn't use his corner speed. He came in an unhappy fourth, beaten by his teammate for two races in a row.

## ROUND 9

Germany,  
Sachsenring  
12 July

### QUALIFYING

Lorenzo 3rd  
Rossi 6th -0.299

### RACE

Rossi 3rd  
Lorenzo 4th 4.320

### POINTS

Rossi 179  
Lorenzo 166



# FIGHT



**THIS LOOKED LIKE another lights-out-to-chequered-flag win for Lorenzo.** Márquez had other ideas. He grimly hung onto his compatriot throughout, unable to find a way past until he pounced with three laps to go. Rossi's problem was fighting back from the third row to chase Pedrosa for third. By the time he had caught the Honda his tyres were shot, but somehow he managed to maintain his pace and get ahead. Pedrosa came back at him, Rossi winning the duel on the final lap, but he had lost four precious points to teammate Lorenzo.

## ROUND 10

USA, Indianapolis  
9 August

### QUALIFYING

Lorenzo 3rd  
Rossi 8th -0.325

### RACE

Lorenzo 2nd  
Rossi 3rd -5.278s

### POINTS

Rossi 195  
Lorenzo 186

## ROUND 11

Czech Republic,  
Brno  
16 August

### QUALIFYING

Lorenzo 1st  
Rossi 3rd -0.364s

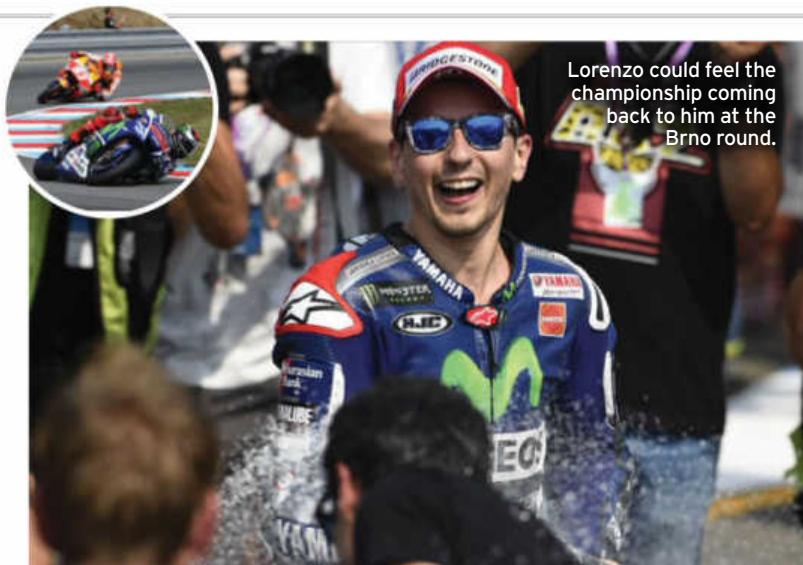
### RACE

Lorenzo 1st  
Rossi 3rd -10.397

### POINTS

Lorenzo 211  
Rossi 211

**POSSIBLY THE LEAST** exciting race of the year. Off went Lorenzo again, Márquez risking much to stay with him. After a few close calls he for once decided that discretion was the better part of valour. Rossi meanwhile rode around in a lonely third, clearly disappointed. "I expected more," he said. Lorenzo's fifth win put him level on points with Rossi but ahead in the championship for the first time, on account of his five wins to Rossi's three. "So now we start again from zero!" he beamed, convinced that the advantage was swinging his way in the title fight.



Lorenzo could feel the championship coming back to him at the Brno round.



Rossi put on a wet-weather masterclass at Silverstone

**ONCE AGAIN, LORENZO** looked set to run away with this one... then he awoke to the pitter-patter of rain on his motorhome roof. Rossi, a grim seven tenths of a second slower than his teammate in dry qualifying, rode one of the greatest races of his career, leading Márquez on Silverstone's bumpy, puddled surface until the youngster fell trying to keep up. Meanwhile Lorenzo suffered more helmet woes (this time a misted visor) and struggled to an anguished fourth. Rossi's fourth win of the year put him eight points ahead of the Spaniard.

## ROUND 12

Britain, Silverstone  
30 August

### QUALIFYING

Lorenzo 1st  
Rossi 4th -0.713s

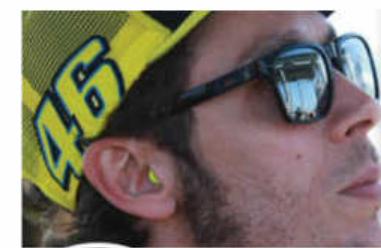
### RACE

Rossi 1st  
Lorenzo 4th -5.726s

### POINTS

Rossi 236  
Lorenzo 224

# TITLE



A crazy race saw two pit stops for nearly all riders

**COMPLETE CHAOS!** FROM dry to wet and back to dry again, this was a race of riding the knife edge, wondering if you were on the right tyres. Lorenzo led Márquez and Rossi; then the rain came and they went to wets. Lorenzo led, then Rossi. Márquez switched back to slicks before the Yamahas and took the win. Rossi might've won it if he had pitted for slicks earlier, but Lorenzo demonstrated the risks there. He went back to slicks two laps earlier and crashed on cold tyres; his biggest mistake of 2015. "If I had been a little more patient..." he said.

## ROUND 13

San Marino, Misano  
13 September

### QUALIFYING

Lorenzo 1st  
Rossi 3rd -0.212s

### RACE

Rossi 5th  
Lorenzo DNF  
(crash)

### POINTS

Rossi 247  
Lorenzo 224

## ROUND 14

Aragon, Motorland  
27 September

### QUALIFYING

Lorenzo 2nd  
Rossi 6th -0.749s

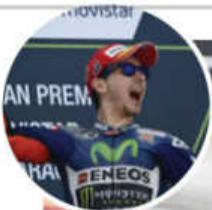
### RACE

Lorenzo 1st  
Rossi 3rd -2.773s

### POINTS

Rossi 263  
Lorenzo 249

**GIVE LORENZO A clear, dry track and it's game over.** This was his sixth win of 2015 and his sixth from start to finish. While he led in glorious isolation, Rossi slugged it out for second with a rejuvenated Dani Pedrosa. The outcome seemed obvious: Rossi the warrior would win the duel. But the little Spaniard fought the best battle of his career, counter-attacking every time Rossi got ahead. No doubt the Honda's top-speed advantage also helped. Rossi had lost nine points in one day. Again, things weren't looking good.



Lorenzo couldn't maintain his early pace on worn tyres

**THIS WAS LORENZO'S** second biggest mistake of the year. Early morning rain had soaked the track but by MotoGP time there was a drying line. Everyone started on rain tyres and Lorenzo tried to do his usual disappearing act. His pace won him a four-second advantage, but also burned his front tyre. As the track dried further he became a sitting duck. Pedrosa, who had looked after his tyres, charged through from way back to take Rossi, then Lorenzo, who nearly ran off the track when Rossi took second. The pendulum had swung again.

## ROUND 15

Japan, Motegi  
11 October

### QUALIFYING

Lorenzo 1st  
Rossi 2nd -0.081s

### RACE

Rossi 2nd  
Lorenzo 3rd -3.554s

### POINTS

Rossi 283  
Lorenzo 265





# FIGHT

## ROUND 16

Australia,  
Phillip Island  
18 October

### QUALIFYING

Lorenzo 3rd  
Rossi 7th -0.334

### RACE

Lorenzo 2nd  
Rossi 4th -0.809s

### POINTS

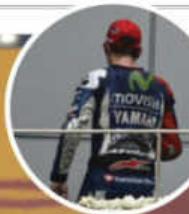
Rossi 296  
Lorenzo 285

**THIS RACE WILL** go down as an all-time great, like Circuit Paul Ricard 1988 and Phillip Island 1989 and 2001. Rossi was once again left ruing his slowness in getting his bike set up, which left him on the third row. Lorenzo meanwhile started from the front and spent much of the race trying to pull away from a four-man group, until Márquez's magical last lap allowed him to pounce with three corners to go. Rossi fought an ultimately vain battle with Andrea Iannone's missile-fast Ducati, which claimed the final podium place.



Did Márquez slow Rossi down at the Island? The debate still rages on

A season-defining moment: Márquez on the deck and Rossi on report



### ROSSI OUT-QUALIFIED

Lorenzo for the first time since Assen. Pedrosa made the break from pole for his first 2015 win, Lorenzo took Márquez and gave chase, leaving the world champ to fight it out with his childhood hero. It was soon obvious that Rossi's attempts to destabilise Márquez in the pre-event press conference had backfired. Márquez fought for third position like his life depended on it, allowing Lorenzo to escape. It all got too much for Rossi who slowed to remonstrate with Márquez, thereby causing him to crash. Catastrophe!

## ROUND 17

Malaysia, Sepang  
25 October

### QUALIFYING

Rossi 3rd  
Lorenzo 4th - 0.011

### RACE

Lorenzo 2nd  
Rossi 3rd - 10.130s

### POINTS

Rossi 312  
Lorenzo 305

## Rossi's attempts to destabilise Márquez in the pre-event press conference backfired

## ROUND 18

Spain, Valencia  
8 November

### QUALIFYING

Lorenzo, 1st  
Rossi, (last due to penalty)

### RACE

Lorenzo 1st  
Rossi 4th - 19.789s

### POINTS

Lorenzo 330  
Rossi 325

**THIS WAS THE** bitterest weekend in GP history, poisoned by the events of Sepang and dominated by an overpowering media presence. Lorenzo was in imperious form, dominating qualifying while Rossi slid off. In the race he did exactly what he had done at Jerez, Le Mans, Mugello, Catalunya, Brno and Aragon: he led from start to finish. Márquez threatened all the way, joined by Pedrosa in the final laps, but neither attacked. Were they in a plot to keep the title in Spain? Rossi was utterly convinced that the last few races were a stitch-up.



New Price

\$9990 (2008)

\$10,099 (2014)

Second-Hand

\$5000 - \$8800

# secondhand

HONDA CB400

2008-2015

WORDS ROB BLACKBOURN  
PHOTOGRAPHY AMCN ARCHIVES



## Japanese jewel

This middleweight showcases Honda's flair for high-tech design while delivering high-class performance

**S**ome interesting bikes arrived in Australian dealer showrooms for the first time when our licensing authorities dropped the old 250cc limit for learners and novices in favour of LAMS machines. Honda's hi-tech middleweight, the CB400, is a perfect example.

Since 1992 it has been a top seller in the Japanese domestic market as the CB400 "Super Four". Over time it has been progressively up-specced, gaining the VTEC variable-valve set-up in 1999 and then electronic fuel injection in 2008, the year it was introduced here.

Its classic retro-naked looks, featuring a twin-loop steel-tube chassis with twin-shock rear suspension, are a tribute to the UJM (universal Japanese motorcycle) era of the 70s. UJMs were versatile and rider-friendly roadsters that were capable of performing well as commuters or tourers. Many of them also did quite well as weekend scratchers. And they made pillion passengers happy to boot. The thoroughly modern CB400 ticks all those boxes.

The engine is a showcase for Honda's traditional fondness for mechanically complex four-strokes. Honda established its reputation for technical

**1** The seat is comfortable enough for the pillion, though the suspension can struggle over bumps

**2** The 18L tank makes touring a real option, and can stretch as far as 400km for daily commutes

**3** The classic, pared-back look won plenty of fans in the LAMS market

**4** As ABS brakes were an option on the CB400, many buyers chose not to fork out the extra \$1000

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# The low-down

## WHAT TO LOOK FOR

These little gems are pretty much bullet-proof given decent maintenance, so you're checking for damage or signs of neglect.

As always with Hondas, check for rectifier/regulator issues.

Grey import examples should come at a decent discount to compensate for any parts availability or servicing issues.

Adjust your offer to cover worn consumables like chain, sprockets, steering-head bearings and brake pads, also brake rotors close to minimum thickness.

The ideal prospect is a low kays example with a full service record.

## SERVICE HISTORY

The CB400 is a reliable machine that's straightforward enough for DIY-owners to carry out basic maintenance. Access is good for routine servicing like oil and filter changes at 12,000km intervals. However, be aware that valve-clearance checking and correcting – required at 24,000km intervals – is a complex job due to the VTEK set-up, adding to the cost of ownership. For experienced DIY-owners with the right equipment and skills it's still a complex job.

The motorcycle you want is now easier to find



## Building Bricks

From racer to roadster in just a few easy steps...



### HONDA RC173

**1966** This giant-killing, four-cylinder 350cc racebike establishes a template for subsequent mid-capacity Honda multis for both road and racetrack.



### HONDA CB750

**1969** The release of Honda's innovative, game-changing 750 roadster opens the way for general acceptance of in-line, four-cylinder-powered sportsbikes.



### HONDA CB400F

**1975** The single-cam air-cooled CB400F Super Sport, Honda's first four-cylinder 400 provides retro styling and engine capacity templates for the modern CB400.

## While the CB400 is no racebike, its jewel of an engine pays its respects to that heritage

excellence in the mid-60s with its pioneering high-revving, multi-cylinder, four-stroke road racers. While the CB400 is no racebike, its jewel of an engine – that spins up happily beyond 12,000rpm – pays its respects to that heritage.

Behind the bar you sit in a touring posture on a comfortable seat set at an accessible 770mm. Its tapered front section also helps shorties get their boots to the ground. Despite the CB400's compactness and lightness (170kg dry) that make it unintimidating for smaller folk, it also accommodates larger riders well, and feels like it has a bit of substance to it on the road.

All controls are easy to operate. Clutch action is smooth and the six-speeder's gearshift action is accurate and easy, if a touch notchy. Throttle response is strong and crisp and linear, with excellent fuelling in all settings. Brakes are progressive and powerful.

The engine has quite strong bottom- to midrange torque for a 400, pulling cleanly from 2500rpm and really coming alive as the revs rise. The VTEK set-up revolves around a bi-modal engine that feels just as sweet breathing calmly through eight valves under 7000rpm as when it's howling through all 16 in the high-rpm zone. While VTEK seems a bit superfluous on the VFR800, it works a treat on the CB400 – perhaps because an 800cc donk doesn't actually

need help to produce strong torque at low revs.

The CB400 is a satisfying ride, with decent, taut suspension that copes well with bumps. The handling is light and agile, providing a nice compromise between the stability of a touring bike and the sharpness of a sportsbike. It's as comfortable in the cut and thrust of urban traffic as it is doing the business through the twisties in the hills. The 18-litre tank provides a safe touring range of over 320km.

While its Showa suspension is fairly basic and only pre-load adjustable, and the engine's max power of 39kW (52hp) is unremarkable, the degree of refinement the bike demonstrates when put through its paces is immediately obvious.

While the CB400 has been discontinued, Honda still offers new ABS-equipped CB400A models. The partially linked ABS set-up on the CB400A is excellent, providing an extra margin of safety in slippery conditions.

The sophistication of the four-cylinder CB400 stands out against cheaper LAMS bikes, including Honda's own low price point CB500 and CBR500 twins. It's in a different class altogether – for which you pay a price premium. What you get is a little thoroughbred that's great for novices while giving experienced riders who favour a classy middleweight a perfect outlet for their talents. ■

# tried & tested

Hero shots



GoPro Hero4 Session

## Action cubed

**GOPRO HAS RELEASED** an action cam that looks nothing like its conventional models. It's called the GoPro Hero4 Session, but while it may appear different to the first four generations of the widely used cameras, it's every bit as rugged. It's also waterproof, thus doing away with the sometimes cumbersome casing and making it a lot more versatile.

The little cube-shaped camera is half the size of a standard GoPro, meaning there's only room for a small LCD screen, an on/off button and a tiny mode button. But the advantage is it's almost half the usual weight. These days most users control their cameras via the GoPro smart phone app anyway. Resolution can be ramped up to 1920x1440 and it also has Full HD at 60fps, HD at 100fps as well as slow-motion recording.

The camera fits inside a cube-shaped mount which helps with protection, and it's compatible with all GoPro mounts.

One of the issues with previous GoPro cameras has been minimal battery life when the camera is used in Wi-Fi mode. This problem appears to have been solved with the Hero4 Session. At any rate, we're yet to be left cursing a lifeless little box of wires partway through a shoot, which is lucky, because the Session uses a sealed battery unit.

Picture quality may not be able to reach the 4K heights of the Hero Black, but it doesn't need to unless you are shooting for the big screen. It's also \$300 cheaper than a GoPro Black - \$749.95 versus \$449.95 – and for the type of work we are doing it's a whole lot more versatile.

CHRIS DOBIE

### PROS

- Smaller
- Lighter
- Waterproof

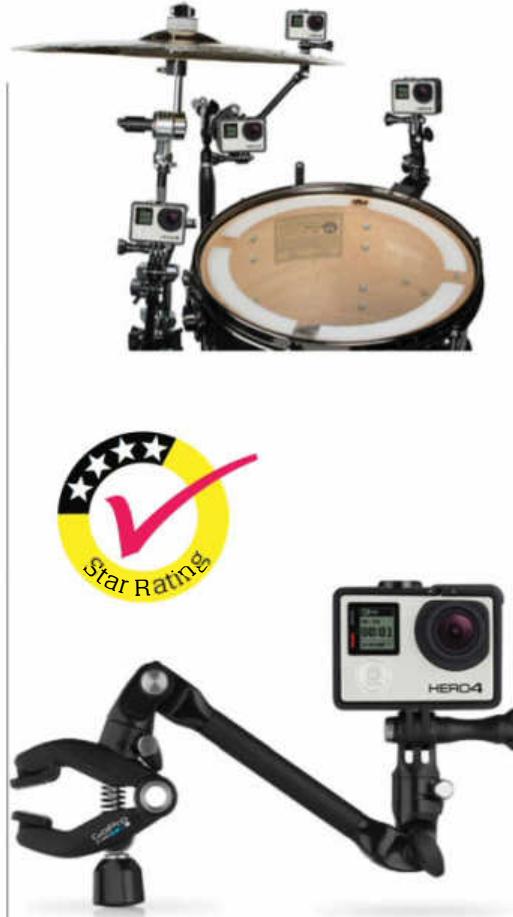
### CONS

- Small LCD Screen
- Battery is sealed

Colour: Black only  
Comes with selection of mounting feet and sticky mounts

**\$449.95**

GoPro  
(02) 8679 8644  
[vspot.com.au](http://vspot.com.au)



GoPro The Jam

## Making music

### LOOKING THROUGH THE range of GoPro accessories we spotted this great little mount called The Jam. Designed to allow the camera to be mounted onto musical equipment, it's also brilliant for mounting a camera onto a motorcycle. Apart from a little vibration when the road surface becomes rough, The Jam is a brilliant addition to our collection of mounts. Multiple pivot and hinge points allow the camera to be moved in any direction and the clamp is designed for delicate musical instruments so it won't damage motorcycles. CD

### PROS

- Light
- Easy to mount
- Pivots and swings

### CONS

- Vibration
- Delicate
- Easily lost (bugger!)

Colour: Black only  
Comes with selection of mounting feet and sticky mounts

**\$109.95**

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Roadskin Water Resistant Kevlar® lined hoody

# In the hood

A FEW MONTHS ago the folk at Grinfactor sent me a Roadskin Water Resistant Kevlar® Lined Hoodie to test. For most of winter it lived under my leathers while I rode, and I used it as streetwear throughout the day. To the uninitiated it looked like a regular hoodie.

But looks can be deceiving. This is one heavy-duty garment, and that's without the CE-approved elbow and back protector inserts. The quality of the make is first class, from the YKK zippers to the fully lined 320gsm military-grade Kevlar® on the inside. This hoodie isn't going to fall apart anytime soon.

I can also vouch for its water resistance. Not being the umbrella type I

was caught out in the rain plenty of times, and the hoodie did a great job of keeping me dry. In fact the water still beads off today, after more than three months of daily wear.

Everything has its ideal time and place, and with summer approaching (or already well on top of us in some places) the hoodie is an ideal option for short commutes and on those tarmac-melting scorchers. It's obviously not as tough as leather, but it breathes better, offers the same protection as my Roadskin jeans with the added benefits of CE armour, and it fits in my backpack when I'm done. It's also a whole lot better than just wearing a T-shirt.

ADAM BERRY



## PROS

- Armour quality
- Water resistance
- Fully lined with Kevlar®

## CONS

- Choice of colours

\$199

Roadskin Australia  
0403 676 267  
[roadskin.com.au](http://roadskin.com.au)

Roadskin Men's Water Resistant Denim Jeans

# Tough bottoms

### MOTORCYCLISTS HAVE BEEN

wearing denim jeans as a form of protection since the days of the Rockers back in the 60s. And just as motorcycle technology has advanced to make riding safer, so have the good ol' denim jeans, all thanks to ultra-tough man-made protective fibres.

Roadskin Men's Water Resistant Denim Jeans look just like a regular pair of jeans on the outside, but internally offer 360°, 320gsm military-grade Kevlar® protection, as well as built-in pockets for removable CE approved hip and knee armour, standard with your purchase.

If you find heavy-duty garments reassuring then these jeans are worth a try. Of all the brands I've tested they're probably the heaviest, but this is due to Roadskin producing jeans fully-lined with Kevlar® to offer maximum protection, strength and durability.

Just like the hoody, the jeans are water resistant and do a decent job of keeping your jocks dry when you get caught out in a bit of rain – as I found out several times commuting in Melbourne's four-

seasons-in-one-day weather.

Sizing was a little different compared to other jeans. I had to go a size down and they seem to be a little longer in the legs. But if alterations are required Roadskin offer a service for \$20!

As far as value goes, for \$229 you get CE approved knee and hip armour as well as fully-lined protection. Not a bad price to pay for quality protection which could save your hide. AB



## PROS

- Durability
- Water resistance
- Armour
- Fully lined with Kevlar®

## CONS

- Leg length

\$229

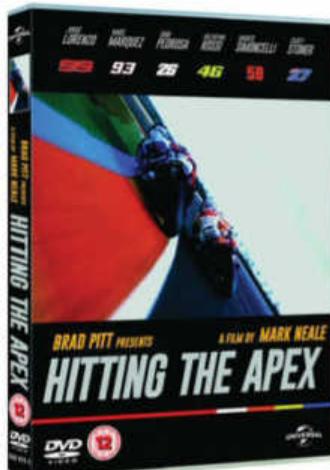
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Hitting the Apex

# Movie night!

THE BEERS AND chips are out for the Gassit HQ screening of this new Mark Neale doco about the world of MotoGP. Look out for a full review soon.

PAUL MCCANN



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### Chest Coverage

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Vance & Hines Turndown Slip-ons are now available for the Indian Chieftan. The four-inch round mufflers with scalloped end caps feature nostalgic styling and are claimed to deliver a deep, rich tone. For those who want to keep noise levels down, optional quiet baffles are available for \$49.95 each.

Ikon Suspension now offers 7610 series shocks to suit the Indian Scout. The shocks have adjustable damping (four positions) and adjustable preload (three positions) along with a triple-rate progressive spring. Ikon can tailor the rebuildable shocks to suit individual riders and their style.

The Ventura Bike-Pack is now available to suit the BMW S1000XR. The kit consists of an L-bracket that can accommodate a range of luggage options. The Ventura system allows for luggage capacity ranging from the 10-litre Sport-Pack up to 102 litres with two Aero-Spadas zipped together.

Penrite 10 Tents Chain Lube is a synthetic product designed to suit all motorcycle chains (O-ring, X-ring and Z-ring). It has a special non-fling, low-friction formula suited to road and race applications and it can be used on both roadbikes and dirtbikes. It's available in a 500ml spray pack.

Rad Guard EVO1 Brake & Clutch Fold and Extend Levers are made from high-quality billet aluminium and are available in a range of colours. They have six reach settings, are adjustable for length and have a fold-up design to minimise the chance of damage in the event your bike goes down.

The Alpinestars Nucleon KR-C Chest Protector is designed to attach to KR-1 and KR-2 back protectors to offer all-round protection. The KR-C is highly vented, lightweight and ergonomically designed for optimum comfort, and the innovative harness system enables it to be attached quickly and easily.

1

2

3

4

5

6



One



Two



Three

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Five



Six



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## TOY RUN FOR FATHER BOB



Photo courtesy Ryan Oslan / Fairfax

[www.fatherbobsfoundation.com.au](http://www.fatherbobsfoundation.com.au)

Sunday, 13th December

9 am to 3 pm

The O'Donnell Gardens  
next to LUNA PARK St Kilda

### PRIZES

There will be a prize for the best decorated motorcycle, scooter, sidecar and trike.

Riders are encouraged to wear fancy dress. You can't have too many Santas at Christmas Time.

There will be a prize for the best dressed male and female riders.



[www.facebook.com/independentridersgroup](http://www.facebook.com/independentridersgroup)

### DONATIONS

The Father Bob Foundation feels and cares for the homeless and does a lot more besides. Cash is always needed to keep kids in school longer.

Non-perishable food provides meals. A can of beans can mean food for someone who would otherwise go hungry. Buy a can a week between now and December 13 and you'll do some real good.

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OVER \$749

# A BELL STAR HELMET AT THE SWANN SUPERBIKE FINALE

HELD AT SYDNEY MOTORSPORT PARK FRI. 4TH & SAT. 5TH DECEMBER '15  
**\*PLUS! YOU WILL RECEIVE THE FOLLOWING DISCOUNTED ENTRY PRICES**  
FRIDAY GA ~~\$45~~ \$30 - SATURDAY GA ~~\$50~~ \$35 - 2-DAY ADULT ~~\$75~~ \$55 - CHILDREN U13 **FREE**

**SERIES FINAL RACING BOTH FRIDAY &  
SATURDAY FROM 5PM TO 8PM EACH DAY**

DISCOUNTED PRE-PURCHASED TICKETS ON LINE AT [WWW.SYDNEYMOTORSPORTPARK.COM.AU/BOXOFFICE](http://WWW.SYDNEYMOTORSPORTPARK.COM.AU/BOXOFFICE)

ENTER ME INTO THE DRAW TO WIN ONE OF TWO BELL STAR CARBON HELMETS VALUED AT OVER \$749

**\*SIMPLY COMPLETE THIS FORM AND  
SUBMIT IT UPON ENTRY TO THE EVENT  
TO GO INTO THE DRAW & TO  
GET THE DISCOUNTED ENTRY PRICES!**

ONLY ONE ENTRY PER PERSON PER DAY. WINNERS WILL BE DRAWN & ANNOUNCED OVER THE P.A AT  
7PM SATURDAY 5TH DEC AND WILL BE NOTIFIED VIA PHONE OR EMAIL. PRIZE COLOUR MAY VARY.

- Name: .....
- Phone Number: .....
- Email: .....
- Postcode: .....



# the calendar

CHECK YOUR DATE

## Top 3 TV

### 1 ASC Round 7 SMSP

Fox Sports 3  
Sun, 6 Dec  
5pm



All of the action from the final round of the Australasian Superbike Championship will be broadcast on Fox Sports 3 in a three-hour special from 5-8pm. There's also live streaming at [fxsuperbikes.com.au](http://fxsuperbikes.com.au).

### 2 ASBK Round 5 Replay

Fox Sports 5  
Mon, 7 Dec  
5.30pm



If you missed the final round of the ASBK from Phillip Island you can catch up on what went down on Fox Sports 5. The program package is also available on the ASBK YouTube channel – check out [www.asbk.com.au](http://www.asbk.com.au) for details.

### 3 Food For Thought Tour

Channel Nine  
Sat, 5 Dec  
4pm



Duncan Robertson (of *Duncan's Thai Kitchen* fame) travels to Tasmania to distribute jackets as part of the 2015 AMCN Jacket Drive, tour the countryside on Triumph motorcycles, and cook up a storm along the way.

## NOV-DEC 2015

Don't forget your mum's birthday

26

27

28

29

Happy  
B'day

Stefan  
Bradl

30

1

2

3

4

5

Oz SX  
Rd6,  
Newcastle

6

7

8

9

10

**Next issue**  
Check out below



**plus**

**AMCN Yearbook:** 196 pages of Christmas reading  
**Flying Doctor:** Our tribute to Dr John Hinds  
**Season wrap:** A look back at the racing action in 2015

## Next issue

2016 ZX-10R  
ON TRACK!  
...We fang the new  
Kawasaki Ninja



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[www.silikolene.com](http://www.silikolene.com)

# events

YOUR SOCIAL LISTINGS

## Show time

### 28 NOVEMBER

**29th Annual Brisbane Street & Custom Bike Show**, Royal Mail Hotel, Brisbane Tce, Goodna, Qld. Registration 10am. Trophies for a variety of categories. Live bands and food. Hosted by The Sons Of The Southern Cross SMC. \$10 entry per bike; all proceeds to Queensland and international speedway star Darcy Ward in his recovery from spinal injury.

### 3 FEBRUARY

**Third Annual Sun Country Motorcycle Show 'n' Shine & Swap Meet**, Yarrawonga Foreshore, Yarrawonga, Vic. From 7.30am, open to vintage and modern motorcycles, including trikes, three-wheelers and sidecars. Hosted by the Sun Country Historic Vehicle and Machinery Club Inc. Entry \$2; kids under 16 free; site bookings \$10. For information contact Barry on (03) 5873 4267.

### 6 FEBRUARY

**Bathurst Street and Custom Motorcycle Show**, Russell St, Bathurst, NSW. There will be a terrific mix of custom and street motorcycles on display, as well as displays from Taylor's Motorcycle Services, Capital Harley-Davidson, Beard Brothers Motorcycles, Bikers Australia, Temporary Australians, Brotherhood CMC and a number of local bike clubs. There will also be live music, competition and rally awards, trade stalls and a jumping castle. For more information call Greg Hirst on (02) 9635 0761 or email greg@ghirstenterprises.com.au.



## Radio

**2RRR 88.5FM**  
Ride Rage Radio  
Tuesdays 5pm

Listen from anywhere at: [www.riderageradio.com](http://www.riderageradio.com)



## App of the issue

**Dead Rider**  
Free  
Apple



Dead Rider offers unique physics, challenging levels and weekly tournaments. Customise your bike, record and share your gameplay and laugh as your head catches on fire.

## Ride days & schools

### Phillip Island Ride Days / 1300 793 423

Phillip Island, Vic

### Champion's Ride Days (07) 5549 0364

Broadford, Vic

Qld Raceway, Qld

Barbagallo, WA

Mac Park, SA

Lakeside, Qld  
Mallala, SA

### Circuit Breakers Ride Days / 0412 348 916

The Farm, NSW

### Sydney Motorsport Park Ride Days / 1300 366 640

Phillip Island, Vic

Eastern Creek, NSW

### Phoenix MCC Junior Coaching 0417 821 061

Taihun Bend, SA

Mallala, SA

### California Superbike School / 1300 793 423

Phillip Island, Vic

Eastern Creek, NSW

### Xtreme Ride Days (02) 4823 5711

Wakefield Park, NSW

### Top Rider

1300 131 362

Broadford, Vic

Marulan, NSW

The Farm, NSW

### Marulan Driver Training Centre Ride Days (02) 4841 1422

Marulan, NSW



## Racing where & when

### Road Racing

#### AUSTRALASIAN SUPERBIKE

Rd7 4-5 Dec, Sydney M'sport Park, NSW

#### MOTOGP (2016)\*

Rd1 20 Mar, Losail, QT

Rd2 3 Apr, Termas de Rio Hondo, AR

Rd3 10 Apr, Circuit Of The Americas, US

Rd4 24 Apr, Jerez de la Frontera, ES

Rd5 8 May, Le Mans, FR

Rd6 22 May, Mugello, IT

Rd7 5 Jun, Catalunya, ES

Rd8 26 Jun, TT Assen, ND

Rd9 17 Jul, Sachsenring, DE

Rd10 14 Aug, Red Bull Ring, AT

Rd11 21 Aug, Brno, CZ

Rd12 4 Sep, Silverstone, UK

Rd13 11 Sep, Misano, IT

Rd14 25 Sep, Aragon, ES

Rd15 16 Oct, Motegi, JP

Rd16 23 Oct, Phillip Island, AU

Rd17 30 Oct, Sepang, MY

Rd18 13 Nov, Valencia, ES

#### WSBK (2016)\*

Rd1 28 Feb, Phillip Island, AU

Rd2 13 Mar, Chang, TH

Rd3 3 Apr, Aragon, ES

Rd4 17 Apr, Assen, ND

Rd5 1 May, Imola, IT

Rd6 15 May, Sepang, MY

Rd7 29 May, Donington Park, UK

Rd8 19 Jun, Misano, IT

Rd9 10 Jul, Laguna Seca, US

Rd10 24 Jul, Monza, IT

Rd11 18 Sep, Lausitzring, DE

Rd12 2 Oct, Magny-Cours, FR

Rd13 16 Oct, Jerez, ES

Rd14 30 Oct, Losail, QT

#### FX/ASC (2016)\*

Rd1 11-12 Mar, Sydney M'sport Park, NSW

Rd2 22-24 Apr, Wakefield Park, NSW

Rd3 27-29 May, Mallala, SA

Rd4 8-10 Jul, Queensland Raceway, Qld

Rd5 9-11 Sep, Winton Raceway, Qld

Rd6 16-17 Dec, Sydney M'sport Park, NSW

#### BARRY SHEENE FOS (2016)

Rd18-20 Mar, Sydney Motorsport Park, NSW

#### BSB (2016)\*

Rd1 8-10 Apr, Silverstone, NTH

Rd2 30 Apr-2 May, Oulton Park, CHS

Rd3 20-22 May, Brands Hatch, KEN

Rd4 24-26 Jun, Knockhill, FIF

Rd5 8-10 Jul, Snetterton, NFK

Rd6 22-24 Jul, Thruxton, HAM

Rd7 5-7 Aug, Brands Hatch, KEN

Rd8 27-29 Aug, Cadwell Park, LIN

Rd9 9-11 Sep, Oulton Park, CHS

Rd10 16-18 Sep, Donington Park, LEI

Rd11 30 Sep-2 Oct, Assen, ND

Rd12 14-16 Oct, Brands Hatch, KEN

#### MOTOAMERICA (2016)\*

Rd1 Apr 8-10, Austin, TX

Rd2 Apr 15-17, Road Atlanta, GA

Rd3 13-15 May, Virginia Int Raceway, VA

Rd4 3-15 Jun, Road America, WI

Rd5 10-12 Jun, Barber M'sports Park, AL

Rd6 Jul, Laguna Seca, CA (TBC)

Rd7 9-11 Sep, Millville, NJ

#### Off Road Racing

#### AUSTRALIAN SUPERCROSS C'SHIP

Rd5 28 Nov, Sydney, NSW

Rd6 5 Dec, Newcastle, NSW

#### FIM MXGP (2016)

Rd1 27 Feb, Losail, QA

Rd2 6 Mar, Suphan Buri, TH

Rd3 13 Mar, Sepang, ML

Rd4 27 Mar, Neuquen, AR

Rd5 3 Apr, Leon, MX

Rd6 17 Apr, Valkenswaard, ND

Rd7 1 May, Kegums, LV

Rd8 8 May, Teutschenthal, DE

Rd9 15 May, Pietramurata, IT

Rd10 29 May, TBA

Rd11 5 Jun, St Jean d'Angely, FR

Rd12 19 Jun, Matterley Basin, UK

Rd13 26 Jun, Mantova, IT

Rd14 24 Jul, Loket, CZ

Rd15 31 Jul, Lommel, BE

Rd16 7 Aug, Frauenfeld, CH

Rd18 28 Aug, Assen, ND

Rd19 3 Sep, Charlotte Motor Speedway, US

Rd20 11 Sep, Glen Helen, US

#### FIM MXoN (2016)\*

25 Sep, Maggiora, IT

#### WOMEN'S MX WORLD C'SHIP (2016)

Rd1 27 Feb, Losail, QA

Rd2 17 Apr, Valkenswaard, ND

Rd3 8 May, Teutschenthal, DE

Rd4 5 Jun, St Jean d'Angely, FR

Rd5 26 Jun, Mantova, IT

Rd6 7 Aug, Frauenfeld, CH

Rd7 28 Aug, Assen, ND

#### FIM X-TRAIL WORLD C'SHIP (2016)\*

Rd1 9 Jan, Sheffield, UK

Rd2 7 Feb, Barcelona, ES

Rd3 12 Mar, Paris, FR

Rd4 19 Mar, Wr. Neustadt, AT

#### FIM X-TRAIL DES NATIONS (2016)\*

10-11 Sep, Isola 2000, FR

#### FIM WOMEN'S TRIAL C'SHIP (2016)\*

Rd1 16-17 Jul, Penrith, UK

Rd2 3-4 Sep, Valchiampo, IT

Rd3 9 Sep, Isola 2000, FR

#### FIM X-TRIAL WORLD C'SHIP (2016)\*

Rd1 9 Jan, Sheffield, UK

Rd2 7 Feb, Barcelona, ES

Rd3 12 Mar, Paris, FR

Rd4 19 Mar, Wr. Neustadt, AT

#### FIM X-TRAIL DES NATIONS (2016)\*

1 Apr, Nice, FR

\* Provisional



Gold & Goose

## Rally the troops

**26 NOVEMBER**

**Christmas Light Night Charity Ride**, Elanora, Qld. Meet at The Pines shopping centre at 5.30pm; ride departs 6pm sharp. Other departure points en route to deliver gifts to the Gold Coast Hospital Children's Ward (small but practical gifts such as crayons, Lego, dolls; no big fluffy toys). For more information contact Jeff on 0412 577 153 or email [jefthepet@yahoo.com.au](mailto:jeffthepet@yahoo.com.au)

**28-29 NOVEMBER**

**Dungaree's Motorcycle Ride**, Warwick to Brisbane, Qld. Register Saturday from noon at Warwick Showgrounds, or from 7am Sunday. Ride departs 8.30am sharp to Forest Hill to unveil plaque commemorating Dungaree Recruitment March of 1915. \$10 includes camping and ride, as well as pillion. Food, coffee and tea available; ride patches for sale. For more details check out [www.militarybrotherhood.com.au](http://www.militarybrotherhood.com.au).

5 DECEMBER

**Gippsland Motorcyclists Toy Run**, Traralgon, Vic. Meet at Kay St, Traralgon from 9.30am; ride departs at 11am. Bring a toy to support the Salvos and Vinnies. Ride concludes at Old Gippstown, Moe, for presentation of toys and lunch. For more information phone Alf on 0412 313 168

5 DECEMBER

**26th Annual Wollongong Toy Run,**  
Cnr Shellharbour Rd and Addison St,  
Shellharbour, NSW. Ride departs 10.30am  
sharp for Wollongong lower mall. Toys should  
be suitable for kids aged 3-13. Please don't  
wrap toys and please no fluffy toys. For more  
information call Steve on 0400 377 085

**5-6 DECEMBER**

**40th and Final Christmas Rally**, 4km south of Nerriga, NSW, on the Nowra-Braidwood Rd. Refreshments and food available, live band Saturday night. Plenty of camping and firewood, gymkhana and trophies. Entry \$20 or \$15 prepaid. For more information call Shane on 0417 661 372, Ken on 0425 308 356, email contact@unitedtourers.com or see the website at [www.unitedtourers.com](http://www.unitedtourers.com)

6 DECEMBER

**Newcastle Bikers For Kids 37th Toy Run,**  
Stockton Foreshore, Newcastle, NSW. Ride  
departs 10am sharp. Supporting the Salvos  
and Bikers For Kids. For more details contact  
Big John Young on 0415 490 710 or email  
[bijohn@outfusnet.com.au](mailto:bijohn@outfusnet.com.au)

6 DECEMBER

**CHRISTMAS**  
**Christmas Party & Biker Carols**, 59-63 Pitt  
St, Parramatta, NSW. Hosted by Brotherhood  
CMC. Food, music and celebration. All bikers

and their families are welcome. Please RSVP by 4 December 2015 by emailing brotherhood\_cmc@hotmail.com or calling (02) 9635 0761

13 DECEMBER

**35th Sydney Toy Run**, New Victoria Tavern, 447 Victoria St, Wetherill Park, NSW. Meet 8.30am for breakfast; ride departs 10.30am to Westmead Children's Hospital. Deliver toys at 12pm then ride to Alroy Tavern for lunch and raffle (Roofty Hill Rd North, Plumpton). For more information call 0448 245 377 or see [www.hikersaustralia.com.au](http://www.hikersaustralia.com.au).

**30 DEC-1 JAN**

**New Year's Eve**, Purga Community Hall, Purga, Qld. Live bands, show and shine, plenty of camping, BYO grog and meals available. \$15 entry. No dogs and no bad attitudes. For more information call Frankie on 0422 821 230.

30 DEC-1 JAN

**Pickled Galah New Year's Eve Rally,**  
Maidenwell Hotel, Maidenwell, Qld. Bike and trike show, awards, raffle prizes, wet T-shirt competition, pub olympics, live bands, fully catered (country pub prices), camping and hot showers. Entry \$25 includes badge. For more information see [www.pickledgalah.com.au](http://www.pickledgalah.com.au) or call 0418 982 192.

**22-24 JANUARY**

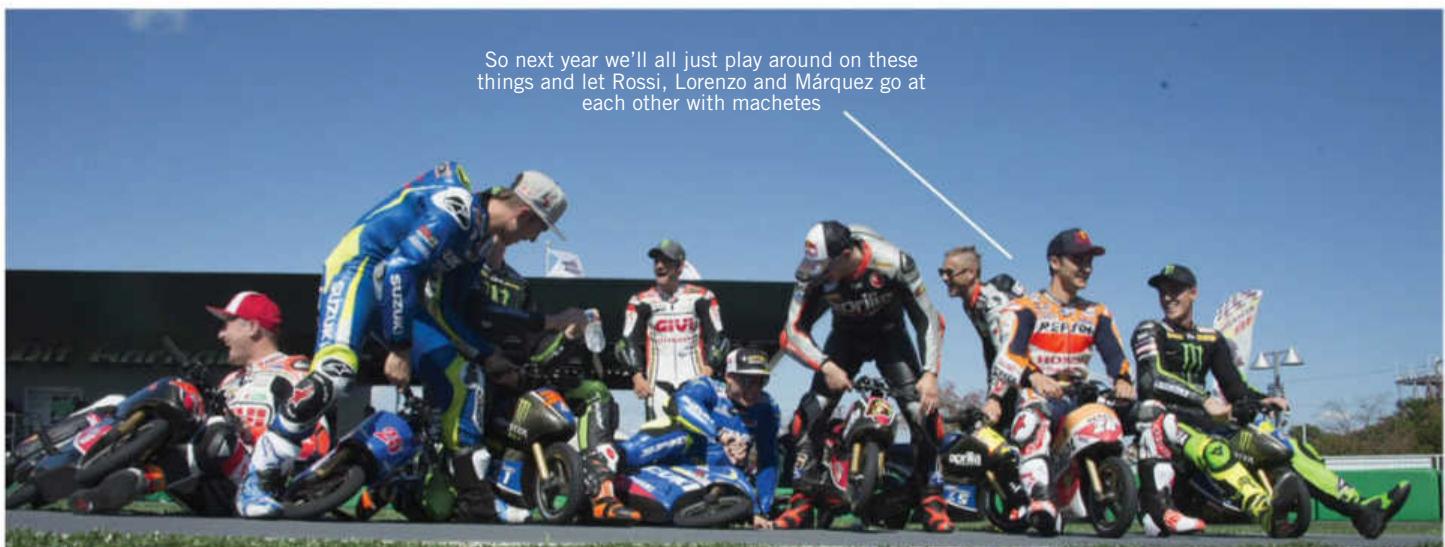
**Power Up The Putty**, The Grey Gum Cafe, Old Putty Rd, Putty, NSW. A three-day bike, car and music festival. All proceeds to Father Chris Riley's Youth Off The Streets program. Presented by Kwikshift Motorcycle Transport and Northern Beaches Social Riders. For information see [www.rideforthekids.com.au](http://www.rideforthekids.com.au) or phone 0410 583 395.

**12-14 FEBRUARY**

**Redback Rally**, Charlton, Vic. Follow the signs in town to the rally site, 4km out along Boort Road. Fully catered, live bands Friday and Saturday nights, entertainment, trophies and gymkhana. Presented by Sketa Grimshaw Tourers MC. No glass and no BYO. For more information and entry forms see [www.redbackrally.com.au](http://www.redbackrally.com.au).

13-14 FEBRUARY

**Karuhai River Rally**, Frying Pan Creek campsite, Chichester State Forest, via Dungog, NSW. No cars unless prearranged; \$25 entry fee covers badge and breakfast. Basic catering on Saturday afternoon; Dungog for all other supplies. Map to venue at Bank Hotel Dungog closer to time. For more information contact Rob Lovett on 0417 267 425, at [rob@gaslightbooks.com.au](mailto:rob@gaslightbooks.com.au) or see [www.bmwfncnsw.org.au](http://www.bmwfncnsw.org.au).



So next year we'll all just play around on these things and let Rossi, Lorenzo and Márquez go at each other with machetes

Getty Images

A collage of products from Andy Strapz. It includes a circular logo with the text "Andy Strapz" in the center, surrounded by "TESTED", "DAVID", "STEVE", "ANDY", and "ROB". To the right are three circular images: one showing two blue sleeping bags, another showing a black bag, and a third showing a blue and yellow "REACTOR" sleeping bag. To the far right is a red circular sign with a white diagonal line through a wrench, indicating that tools are not allowed.



# buyersguide

## A-Z OF NEW BIKE PRICES

Red text denotes **Editor's pick** / \* Claimed / \*\* Measured

| Benelli             |                 |                     |             |             |              |                |          | benelli.com.au |
|---------------------|-----------------|---------------------|-------------|-------------|--------------|----------------|----------|----------------|
| BN 251              | TBA             | 249, Single         | 18*         | 21*         | 150d*        | NT             | ✓        |                |
| BN 302 (LAMS)       | \$5590          | 300, P-twin         | 27*         | 27*         | 185W*        | NT             | x        |                |
| BN 600GT            | \$8990          | 600, Four           | 60*         | 55*         | 223w*        | 65 / 1         | x        |                |
| BN 600GTS (LAMS)    | \$8990          | 600, Four           | 44*         | NG          | 223w*        | NT             | ✓        |                |
| BN 600i             | \$8990          | 600, Four           | 60*         | 52*         | 208w*        | NT             | x        |                |
| BN 600RS            | \$9990          | 600, Four           | 60*         | 52*         | 208w*        | 63 / 14        | x        |                |
| BN 600S (LAMS)      | \$8990          | 600, Four           | 44*         | NG          | 208w*        | 63 / 4         | ✓        |                |
| Caffenero 150       | \$3390          | 151, Single         | 9.6*        | 13.3*       | 130w*        | NT             | ✓        |                |
| TNT 899             | \$16,990        | 899, Triple         | 92*         | 88*         | 202w*        | 62 / 19        | x        |                |
| <b>TNT 1100 R</b>   | <b>\$22,690</b> | <b>1131, Triple</b> | <b>116*</b> | <b>120*</b> | <b>202w*</b> | <b>63 / 12</b> | <b>x</b> |                |
| Tre-K 1130          | \$18,490        | 1131, Triple        | 92*         | 112*        | 205W*        | 62 / 20        | x        |                |
| Tre-K Amazonas 1130 | \$19,690        | 1131, Triple        | Q2*         | 112*        | 205w*        | 58 / 6         | x        |                |

| Pre K Amazonas NSU   | \$19,890 | NSU triple   | 92   | 112  | 205W  | 50° C   | x |
|--|----------|--------------|------|------|-------|---------|---|
| <b>Bimota</b> <a href="http://bimotaustralia.com.au">bimotaustralia.com.au</a> |          |              |      |      |       |         |   |
| BB3  | \$72,888 | 999, Four    | 141* | 112* | 179d* | 64 / 3  | x |
| DB5 R  | \$37,990 | 1078, V-twin | 73*  | 105* | 169d* | NT      | x |
| DB8 Oro Nero   | \$84,990 | 1198, V-twin | 126* | 127* | 159d* | 59 / 9  | x |
| DB8 SP   | \$47,990 | 1198, V-twin | 126* | 127* | 164d* | 61 / 1  | x |
| DB9  | \$44,990 | 1198, V-twin | 120* | 128* | 174d* | 62 / 1  | x |
| DB10   | \$37,290 | 1078, V-twin | 73** | 105* | 168d* | 61 / 24 | x |
| DB11   | \$56,990 | 1198, V-twin | 119* | 131* | 175d* | NT      | x |
| Tesi 3D EVO  | \$50,890 | 1078, V-twin | 73*  | 105* | 167d* | 62 / 14 | x |
| Tesi 3D NAKED  | \$55,990 | 1078, V-twin | 75** | 94*  | 167d* | 63 / 3  | x |

| BMW                  |                 |                    |            |             |              |                |          | bmwmotorrad.com.au |
|----------------------|-----------------|--------------------|------------|-------------|--------------|----------------|----------|--------------------|
| C 600 Sport          | \$13,990        | 790, P-twin        | 44*        | 66*         | 237d*        | 63 / 16        | ✓        |                    |
| C 650 GT             | \$14,990        | 790, P-twin        | 44*        | 66*         | 249d*        | 61 / 19        | ✓        |                    |
| F 700 GS             | \$12,890        | 798, P-twin        | 55*        | 77*         | 186d*        | 62 / 11        | ✗        |                    |
| F 700 GS LS          | \$13,140        | 798, P-twin        | 55*        | 77*         | 186d*        | NT             | ✗        |                    |
| F 800 R              | \$13,100        | 798, P-twin        | 66*        | 86*         | 177d*        | 65 / 06        | ✗        |                    |
| F 800 GT             | \$16,300        | 798, P-twin        | 66*        | 86*         | 213w*        | 62 / 18        | ✗        |                    |
| F 800 GS             | \$16,690        | 798, P-twin        | 63*        | 83*         | 191d*        | 62 / 16        | ✗        |                    |
| F 800 GS LS          | \$16,940        | 798, P-twin        | 63*        | 83*         | 191d*        | NT             | ✗        |                    |
| F 800 GS Adventure   | \$18,650        | 798, P-twin        | 63*        | 83*         | 229w*        | 63 / 23        | ✗        |                    |
| G 650 GS             | \$9,990         | 652, Single        | 35*        | 60*         | 175d*        | 61 / 18        | ✓        |                    |
| G 650 GS Sertão      | \$10,990        | 652, Single        | 35*        | 60*         | 177d*        | 64 / 12        | ✓        |                    |
| K 1300 S             | \$23,990        | 1293, Four         | 129*       | 140*        | 228d*        | 59 / 21        | ✗        |                    |
| K 1300 R             | \$21,990        | 1293, Four         | 127*       | 140*        | 217d*        | 61 / 17        | ✗        |                    |
| K 1600 GT            | \$35,990        | 1649, Six          | 118*       | 175*        | 306d*        | 61 / 17        | ✗        |                    |
| K 1600 GTL           | \$37,590        | 1649, Six          | 118*       | 175*        | 321d*        | 60 / 25        | ✗        |                    |
| K 1600 GTL Exclusive | \$42,500        | 1649, Six          | 118*       | 175*        | 360w*        | NT             | ✗        |                    |
| r nineT              | \$21,250        | 1170, Boxer        | 81*        | 119*        | 222w*        | 63 / 23        | ✗        |                    |
| R 1200 R             | \$21,950        | 1170, Boxer        | 81*        | 119*        | 203d*        | 64 / 15        | ✗        |                    |
| R 1200 RT            | \$30,790        | 1170, Boxer        | 92*        | 125*        | 274w*        | 63 / 16        | ✗        |                    |
| <b>R 1200 RS</b>     | <b>\$22,950</b> | <b>1170, Boxer</b> | <b>92*</b> | <b>125*</b> | <b>236w*</b> | <b>65 / 03</b> | <b>✗</b> |                    |
| R 1200 GS            | \$21,990        | 1170, Boxer        | 92*        | 125*        | 238w*        | 63 / 01        | ✗        |                    |
| R 1200 GS Adventure  | \$24,590        | 1170, Boxer        | 92*        | 125*        | 260w*        | 64 / 11        | ✗        |                    |
| S 1000 R             | \$19,350        | 999, Four          | 118*       | 112*        | 207w*        | 64 / 11        | ✗        |                    |
| S 1000 RR            | \$22,990        | 999, Four          | 148*       | 130*        | 178d*        | 64 / 10        | ✗        |                    |
| S 1000 XR            | \$22,190        | 999, Four          | 118*       | 112*        | 228w*        | 65 / 04        | ✗        |                    |

| Model                         | Price<br>\$AUD | Engine<br>CC, type       | Power<br>kW | Torque<br>Nm | Weight<br>kg | Tested<br>Vol / No. | LAMS |
|-------------------------------|----------------|--------------------------|-------------|--------------|--------------|---------------------|------|
| <b>Braaap</b>                 |                | braaapmotorcycles.com.au |             |              |              |                     |      |
| Street Superlite 125          | \$2999         | 125, Single              | 6.5*        | NG*          | 94w**        | 64 / 20             | ✓    |
| <b>BRP</b>                    |                | brp.com/en-au            |             |              |              |                     |      |
| All prices are ride-away      |                |                          |             |              |              |                     |      |
| Spyder F3-S                   | \$28,890       | 1330, V-twin             | 86*         | 130*         | 386*         | 65 / 06             | ✗    |
| Spyder RS                     | \$19,990       | 998, V-twin              | 74.5*       | 108*         | 326*         | 58 / 09             | ✗    |
| Spyder RS-S                   | \$23,990       | 998, V-twin              | 74.5*       | 108*         | 326*         | 59 / 09             | ✗    |
| Spyder RT                     | \$31,490       | 1330, Triple             | 85.8*       | 130.1*       | 459*         | 60 / 10             | ✗    |
| Spyder RT-S                   | \$39,950       | 1330, Triple             | 85.8*       | 130.1*       | 459*         | 59 / 16             | ✗    |
| Spyder RT Limited             | \$41,990       | 1330, Triple             | 85.8*       | 130.1*       | 459*         | NT                  | ✗    |
| Spyder ST-S                   | \$25,490       | 998, V-twin              | 74.5*       | 108*         | 392*         | NT                  | ✗    |
| Spyder ST Limited             | \$28,990       | 998, V-twin              | 74.5*       | 108*         | 392*         | NT                  | ✗    |
| <b>CF Moto</b>                |                | mojomotorcycles.com.au   |             |              |              |                     |      |
| 650NK                         | \$6290         | 649, P-twin              | 41.5*       | 62*          | 193d*        | 63 / 12             | ✓    |
| 650TK                         | \$7790         | 649, P-twin              | 41.5*       | 56*          | 208d*        | 63 / 11             | ✓    |
| Jetmax 250                    | \$4190         | 249, Single              | 16.5*       | 21*          | 200d*        | NT                  | ✓    |
| Leader 150                    | \$2190         | 149, Single              | 10**        | 12*          | 116d*        | NT                  | ✓    |
| V Night 150                   | \$2690         | 149, Single              | 9.1*        | 13*          | 129d*        | 62 / 3              | ✓    |
| V5                            | \$4195         | 244, Single              | 11*         | 17.6*        | 166d*        | NT                  | ✓    |
| <b>Confederate</b>            |                | confederate.com.au       |             |              |              |                     |      |
| R 131 Fighter                 | TBA            | 2163, V-twin             | 120*        | 189*         | 208*         | 59 / 15             | ✗    |
| R 131 Hellcat Speedster       | TBA            | 2163, V-twin             | 90*         | 189*         | 226*         | NT                  | ✗    |
| R 135 Wraith Combat           | TBA            | NG                       | NG*         | NG*          | NG*          | NT                  | ✗    |
| X132 Hellcat                  | \$79,990       | 2163, V-twin             | 99*         | 204*         | 226*         | 54 / 15             | ✗    |
| X132 Hellcat Combat           | \$94,990       | 2163, V-twin             | 120*        | 216*         | 223*         | NT                  | ✗    |
| <b>Daelim</b>                 |                | daelim.com.au            |             |              |              |                     |      |
| B Bone 125                    | \$3490         | 125, Single              | NG          | NG           | NG           | NT                  | ✓    |
| Besbi                         | \$2190         | 125, Single              | NG*         | NG*          | NG*          | NT                  | ✓    |
| Daystar                       | \$4920         | 246, Single              | 18.6*       | NG           | 160d*        | NT                  | ✓    |
| S1                            | \$2990         | 125, Single              | NG          | NG           | 127*         | NT                  | ✓    |
| VJF250 EFI                    | \$3990         | 246, Single              | 18.6*       | NG*          | 165d*        | 60 / 17             | ✓    |
| <b>Ducati</b>                 |                | ducati.com.au            |             |              |              |                     |      |
| 899 Panigale Red              | \$19,990       | 899, L-twin              | 109*        | 99*          | 193w*        | 63 / 21             | ✗    |
| 899 Panigale White            | \$20,490       | 899, L-twin              | 109*        | 99*          | 193w*        | 63 / 21             | ✗    |
| 1199 Panigale ABS             | \$26,990       | 1198, L-twin             | 143*        | 132*         | 190w*        | 62 / 5              | ✗    |
| 1199 Panigale S ABS           | \$33,990       | 1198, L-twin             | 143*        | 132*         | 190w*        | 62 / 24             | ✗    |
| 1199 Panigale S Tricolore ABS | \$39,990       | 1198, L-Twin             | 143*        | 132*         | 190w*        | NT                  | ✗    |
| 1199 Panigale R ABS           | \$42,990       | 1198, L-Twin             | 143*        | 132*         | 189w*        | 62 / 19             | ✗    |
| 1299 Panigale ABS             | \$27,990       | 1285, L-Twin             | 150.8*      | 144*         | 190.5w*      | 64 / 16             | ✗    |
| 1299 Panigale S ABS           | \$34,990       | 1285, L-Twin             | 150.8*      | 144*         | 190.5w*      | NT                  | ✗    |
| Diavel Carbon Red             | \$30,290       | 1198, L-Twin             | 119*        | 130.5*       | 234w*        | 62 / 11             | ✗    |
| Diavel Carbon White           | \$30,490       | 1198, L-Twin             | 119*        | 130.5*       | 234w*        | 62 / 11             | ✗    |
| Diavel Dark ABS               | \$24,990       | 1198, L-Twin             | 119*        | 130.5*       | 239w*        | 63 / 23             | ✗    |
| Hypermotard Black             | \$17,290       | 821, L-twin              | 81*         | 89*          | 198w*        | 62 / 21             | ✗    |
| Hypermotard Red               | \$16,990       | 821, L-twin              | 81*         | 89*          | 198w*        | 62 / 21             | ✗    |
| Hypermotard SP                | \$21,490       | 821, L-twin              | 81*         | 89*          | 194w*        | 64 / 11             | ✗    |
| Hyperstrada                   | \$17,990       | 821, L-twin              | 81*         | 89*          | 204w*        | 63 / 1              | ✗    |
| Monster 659 LAMS ABS          | \$12,990       | 659, L-Twin              | 38*         | 46.6*        | 186w*        | 62 / 4              | ✓    |
| Monster 696 ABS               | \$13,990       | 696, L-twin              | 58.8*       | 69*          | 186w*        | 58 / 12             | ✗    |
| Monster 796 ABS               | \$15,990       | 803, L-twin              | 64*         | 78*          | 188w*        | 60 / 22             | ✗    |
| Monster 821 Dark              | \$16,290       | 821, L-twin              | 64*         | 78*          | 188w*        | 60 / 22             | ✗    |
| Monster 821 Red               | \$16,790       | 821, L-twin              | 64*         | 78*          | 188w*        | 60 / 22             | ✗    |
| Monster 821 White             | \$16,990       | 821, L-twin              | 64*         | 78*          | 188w*        | 60 / 22             | ✗    |
| Monster 1200 ABS              | \$19,990       | 1198, L-twin             | 99.3*       | 118*         | 209w*        | NT                  | ✗    |
| Monster 1200 S Red            | \$24,290       | 1198, L-twin             | 106.6*      | 124.5*       | 209w*        | 63 / 16             | ✗    |
| Monster 1200 S White          | \$24,490       | 1198, L-twin             | 106.6*      | 124.5*       | 209w*        | 63 / 16             | ✗    |
| Multistrada 1200 ABS          | \$22,990       | 1198, L-twin             | 110.3*      | 124.5        | 224w*        | 60 / 14             | ✗    |
| Multistrada 1200 S Granitismo | \$30,490       | 1198, L-twin             | 110.3*      | 124.5        | 245w*        | 63 / 1              | ✗    |
| Multistrada 1200 S Pikes Peak | \$31,990       | 1198, L-twin             | 110.3*      | 124.5        | 222w*        | NT                  | ✗    |
| Multistrada 1200 S Touring    | \$28,490       | 1198, L-twin             | 110.3*      | 124.5        | 234w*        | 62 / 8              | ✗    |
| Scrambler Classic             | \$14,990*      | 803, L-twin              | 55*         | 68*          | 170d*        | 64 / 14             | ✗    |
| Scrambler Full Throttle       | \$14,990*      | 803, L-twin              | 55*         | 68*          | 170d*        | 64 / 14             | ✗    |
| Scrambler Icon (Ducati Red)   | \$12,990*      | 803, L-twin              | 55*         | 68*          | 170d*        | 64 / 14             | ✗    |
| Scrambler Icon (62 Yellow)    | \$13,140*      | 803, L-twin              | 55*         | 68*          | 170d*        | 64 / 14             | ✗    |
| Scrambler Urban Enduro        | \$14,990*      | 803, L-twin              | 55*         | 68*          | 170d*        | 64 / 14             | ✗    |
| Streetfighter 848             | \$18,990       | 849, L-twin              | 97*         | 93.5*        | 199w*        | 64 / 15             | ✗    |

## **Comic book cruisers**

## **Ghost Rider's Flame Bike**

You'd think people would have learnt by now not to make deals with the devil. But no, faced with the prospect of losing his adoptive father and stunt-rider mentor to cancer, Johnny Blaze makes a bargain with Mephisto to save him. The Prince of Liars cures the cancer, only to let Crash Simpson die while attempting

his greatest motorcycle feat ever. Putting to one side the fact that a guy called Crash shouldn't have been trying to jump 22 cars anyway, Johnny is left fatherless – and consumed by demonic fire. At night, he turns into the ghost rider, host to the demon Zarathos.

At first the brimstone biker did his deeds on his own stunt

chopper. Later he summoned up the Flame Bike – also a chopper, this time with a trident sign at the rear. The eternally burning motorcycle could ride up walls and even across water at evil speeds, and could be used as a battering ram to knock down doors and enemies. Flaming tyres too. Hellfire!



| Model   | Price \$AUD | Engine CC, type | Power kW | Torque Nm | Weight kg | Tested Vol / No. | LAMS | Model  | Price \$AUD | Engine CC, type | Power kW | Torque Nm | Weight kg | Tested Vol / No. | LAMS |  |  |  |  |  |  |  |  |
|---|-------------|-----------------|----------|-----------|-----------|------------------|------|--|-------------|-----------------|----------|-----------|-----------|------------------|------|--|--|--|--|--|--|--|--|
| <b>Christini</b> christini.com.au   |             |                 |          |           |           |                  |      |  |             |                 |          |           |           |                  |      |  |  |  |  |  |  |  |  |
| AWD 450DS   | \$12,495    | 450, Single     | NG       | NG        | 127d*     | NT               | x    | CTX200A (Bushlander)                         | \$5499      | 197, Single     | NG       | NG        | 136w*     | NT               | v    |  |  |  |  |  |  |  |  |
| AWD 450SM   | \$12,995    | 450, Single     | NG       | NG        | 127d*     | NT               | x    | CTX700A                                      | \$7399      | 670, P-twin     | 38*      | 62*       | 226w*     | 64 / 7           | x    |  |  |  |  |  |  |  |  |
| AWD 450 Military Edition  | \$11,995    | 450, Single     | NG       | NG        | 130d*     | NT               | x    | CTX700D                                      | \$10,899    | 670, P-twin     | 38*      | 62*       | 234w*     | NT               | x    |  |  |  |  |  |  |  |  |
| <b>Gas Gas</b> gasgasaustralia.com.au   |             |                 |          |           |           |                  |      |  |             |                 |          |           |           |                  |      |  |  |  |  |  |  |  |  |
| EC200R  | \$9999      | 199, Single 2T  | NG       | NG        | 107d*     | NT               | v    | CTX1300A                                     | \$9,099     | 670, P-twin     | 38*      | 62*       | 219w*     | 63 / 7           | x    |  |  |  |  |  |  |  |  |
| EC250 (Electric start)  | \$10,699    | 249, Single 2T  | NG       | NG        | 107d*     | 53 / 9           | v    | GL1800 F6B                                   | \$18,499    | 1261, Four      | NG       | NG        | 338w*     | NT               | x    |  |  |  |  |  |  |  |  |
| EC250R  | \$10,799    | 249, Single 2T  | NG       | NG        | 107d*     | NT               | v    | GL1800 Goldwing                              | \$25,199    | 1832, Six       | 73.9**   | 143.4**   | 385w*     | 63 / 24          | x    |  |  |  |  |  |  |  |  |
| EC300 (Electric start)  | \$11,399    | 299, Single 2T  | NG       | NG        | 108d*     | 53 / 9           | v    | GL1800 Valkyrie                              | \$35,799    | 1832, Six       | 88*      | 167*      | 421w*     | 61 / 16          | x    |  |  |  |  |  |  |  |  |
| EC300R (Kickstart)  | \$11,599    | 299, Single 2T  | NG       | NG        | 108d*     | 64 / 18          | v    | NC750D (Integra)                             | \$20,199    | 1832, Six       | 88*      | 167*      | 341w*     | 50 / 14          | x    |  |  |  |  |  |  |  |  |
| EC250 4T  | \$10,699    | 249, Single 4T  | NG       | NG        | 108d*     | 53 / 9           | v    | NC750SA                                      | \$11,199    | 745, P-twin     | 40.3*    | 68*       | 237w*     | NT               | x    |  |  |  |  |  |  |  |  |
| EC450 4T  | \$11,995    | 449, Single 4T  | NG       | NG        | 115d*     | 53 / 9           | x    | NSC110 (Dio)                                 | \$4199      | 110, Single     | NG       | NG        | 102w*     | NT               | v    |  |  |  |  |  |  |  |  |
| <b>Harley-Davidson</b> harley-davidson.com.au   |             |                 |          |           |           |                  |      |  |             |                 |          |           |           |                  |      |  |  |  |  |  |  |  |  |
| All prices include on-road costs  |             |                 |          |           |           |                  |      |  |             |                 |          |           |           |                  |      |  |  |  |  |  |  |  |  |
| Breakout  | \$29,495    | 1690, V-twin    | NG       | 130*      | 322w*     | 62 / 25          | x    | VFR800F                                      | \$14,599    | 782, Four       | 77.9*    | 75.1*     | 242w*     | 64 / 11          | x    |  |  |  |  |  |  |  |  |
| Custom 1200   | \$18,750    | 1200, V-twin    | NG       | 105*      | 265w*     | NT               | x    | VFR800X                                      | \$14,499    | 782, Four       | 77.9*    | 75.1*     | 242w*     | 64 / 11          | x    |  |  |  |  |  |  |  |  |
| CVO Breakout  | \$43,995    | 1801, V-twin    | NG       | 151*      | 330w*     | NT               | x    | VFR1200F                                     | \$16,999    | 1237, Four      | 127*     | 111*      | 267w*     | 60 / 4           | x    |  |  |  |  |  |  |  |  |
| CVO Limited   | \$50,995    | 1801, V-twin    | NG       | 156*      | 429w*     | 56 / 11          | x    | VFR1200X                                     | \$17,499    | 1237, Four      | 94*      | 111*      | 275w*     | 62 / 13          | x    |  |  |  |  |  |  |  |  |
| CVO Road King   | \$46,495    | 1801, V-twin    | NG       | 160*      | 378w*     | 58 / 17          | x    | VT400 Shadow (LAMS)                          | \$9399      | 399, P-twin     | NG       | NG        | 252w*     | 52 / 22          | v    |  |  |  |  |  |  |  |  |
| CVO Road Glide Ultra  | \$48,995    | 1801, V-twin    | NG       | 156*      | 439w*     | 64 / 9           | x    | VT750S                                       | \$8099      | 745, P-twin     | 40.3*    | 60.8*     | 232w*     | 60 / 6           | x    |  |  |  |  |  |  |  |  |
| CVO Softail Deluxe  | \$44,995    | 1801, V-twin    | NG       | 143*      | 355w*     | 56 / 11          | x    | VT750 Shadow                                 | \$11,749    | 745, P-twin     | 40.3*    | 60.8*     | 257w*     | NT               | x    |  |  |  |  |  |  |  |  |
| CVO Street Glide  | \$46,995    | 1690, V-twin    | NG       | 138*      | 372w*     | 65 / 04          | x    | VT1300CXA                                    | \$15,599    | 1312, V-twin    | 55*      | 79*       | 309w*     | 60 / 24          | x    |  |  |  |  |  |  |  |  |
| Electra Glide Ultra   | \$38,250    | 1690, V-twin    | NG       | 138*      | 411w*     | 56 / 22          | x    | <b>Husqvarna</b> husqvarnamotorcycles.com.au |             |                 |          |           |           |                  |      |  |  |  |  |  |  |  |  |
| Fat Bob   | \$25,495    | 1690, V-twin    | NG       | 131*      | 310w*     | 63 / 17          | x    | FE 250                                       | \$13,295    | 250, Single 4T  | NG       | NG        | 105d*     | NT               | v    |  |  |  |  |  |  |  |  |
| Fat Boy   | \$28,995    | 1690, V-twin    | NG       | 134*      | 313w*     | 57 / 11          | x    | FE 350                                       | \$13,995    | 349, Single 4T  | NG       | NG        | 105d*     | NT               | v    |  |  |  |  |  |  |  |  |
| Fat Boy Lo  | \$28,750    | 1690, V-twin    | NG       | 134*      | 313w*     | 59 / 9           | x    | FE 450                                       | \$14,295    | 449, Single 4T  | NG       | NG        | 105d*     | NT               | v    |  |  |  |  |  |  |  |  |
| Forty-Eight   | \$18,995    | 1200, V-twin    | NG       | 97*       | 255w*     | 60 / 7           | x    | FE 501                                       | \$14,495    | 510, Single 4T  | NG       | NG        | 183d*     | NT               | v    |  |  |  |  |  |  |  |  |
| Heritage Softail Classic  | \$29,995    | 1690, V-twin    | NG       | 132*      | 341w*     | 48 / 3           | x    | TE 125                                       | \$10,995    | 124, Single 2T  | NG       | NG        | 109d*     | NT               | v    |  |  |  |  |  |  |  |  |
| Iron 883  | \$14,995    | 1200, V-twin    | NG       | 73*       | 255w*     | 63 / 19          | x    | TE 250                                       | \$12,495    | 249, Single 2T  | NG       | NG        | 109d*     | NT               | v    |  |  |  |  |  |  |  |  |
| Low Rider   | \$23,495    | 1200, V-twin    | NG       | 126*      | 302w*     | 63 / 22          | x    | TE 300                                       | \$13,495    | 293, Single 2T  | NG       | NG        | 109d*     | NT               | v    |  |  |  |  |  |  |  |  |
| Night Rod Special   | \$27,250    | 1247, V-twin    | NG       | 111*      | 302w*     | 56 / 5           | x    | <b>Hyosung</b> hyosung.com.au                |             |                 |          |           |           |                  |      |  |  |  |  |  |  |  |  |
| Road Glide Special  | \$34,495    | 1690, V-twin    | NG       | 138*      | 385w*     | 64 / 9           | x    | GT250R                                       | \$3790      | 249, V-twin     | 21*      | 22*       | 159d*     | 61 / 6           | v    |  |  |  |  |  |  |  |  |
| Road King Classic   | \$32,495    | 1690, V-twin    | NG       | 138*      | 371w*     | NT               | x    | GT650R                                       | \$5890      | 647, V-twin     | 40*      | 67*       | 208d*     | 59 / 3           | v    |  |  |  |  |  |  |  |  |
| Seventy-Two   | \$18,495    | 1200, V-twin    | NG       | 97*       | 255w*     | 62 / 6           | x    | GV250  | \$4290      | 249, V-twin     | 20*      | 22*       | 167*      | 55 / 2           | v    |  |  |  |  |  |  |  |  |
| Softail Deluxe  | \$28,995    | 1690, V-twin    | NG       | 134*      | 330w*     | NT               | x    | GV650S                                       | \$6490      | 647, V-twin     | 40*      | 67*       | 220d*     | 59 / 3           | v    |  |  |  |  |  |  |  |  |
| Softail Slim  | \$26,250    | 1690, V-twin    | NG       | 134*      | 318*      | 61 / 22          | x    | GV650C                                       | \$6490      | 647, V-twin     | 47*      | 58*       | 229d*     | 60 / 7           | v    |  |  |  |  |  |  |  |  |
| Softail Standard  | \$27,250    | 1690, V-twin    | NG       | 134*      | 330*      | 48 / 3           | x    | <b>Indian</b> indianmotorcycle.com/en-au     |             |                 |          |           |           |                  |      |  |  |  |  |  |  |  |  |
| Street 500  | \$9995      | 494cc V-twin    | NG       | 40*       | 222w*     | 64 / 17          | v    | Chief Classic                                | \$28,995    | 1811, V-twin    | NG       | 138.9*    | 370d*     | 63 / 03          | x    |  |  |  |  |  |  |  |  |
| Street Bob  | \$22,495    | 1690, V-twin    | NG       | 130*      | 305w*     | 62 / 23          | x    | Chief Vintage                                | \$31,495    | 1811, V-twin    | NG       | 138.9*    | 379d*     | 63 / 03          | x    |  |  |  |  |  |  |  |  |
| Street Glide  | \$33,995    | 1690, V-twin    | NG       | 138*      | 372*      | 63 / 10          | x    | Chieftain                                    | \$35,995    | 1811, V-twin    | NG       | 138.9*    | 389d*     | 63 / 19          | x    |  |  |  |  |  |  |  |  |
| Street Glide Special  | \$34,995    | 1690, V-twin    | NG       | 138*      | 372*      | 64 / 9           | x    | Scout  | \$17,995    | 1133, V-twin    | 74.7*    | 97.7*     | 253d*     | 64 / 10          | x    |  |  |  |  |  |  |  |  |
| SuperLow  | \$14,750    | 883, V-twin     | NG       | 73*       | 255w*     | NT               | x    | Roadmaster                                   | \$38,995    | 1811, V-twin    | NG       | 138.9*    | 418d*     | NT               | x    |  |  |  |  |  |  |  |  |
| SuperLow 1200T  | \$19,250    | 1200, V-twin    | NG       | 96*       | 271w*     | NT               | x    | <b>Kawasaki</b> kawasaki.com.au              |             |                 |          |           |           |                  |      |  |  |  |  |  |  |  |  |
| Ultra Classic Electra Glide   | \$37,250    | 1690, V-twin    | NG       | 126       | 330w*     | 56 / 22          | x    | 1400GTR (ABS)                                | \$24,999    | 1352, Four      | 115*     | 139*      | 304w*     | 59 / 10          | x    |  |  |  |  |  |  |  |  |
| Ultra Limited   | \$37,995    | 1690, V-twin    | NG       | 138       | 414w*     | NT               | x    | ER-6n (ABS)                                  | \$9999      | 649, P-twin     | 53*      | 64*       | 206w*     | 58 / 17          | x    |  |  |  |  |  |  |  |  |
| V-Rod   | \$26,995    | 1247, V-twin    | NG       | 115       | 307w*     | 53 / 23          | x    | KLR650                                       | \$8099      | 651, Single     | 26*      | 40*       | 194w*     | 63 / 5           | v    |  |  |  |  |  |  |  |  |
| Wide Glide  | \$24,995    | 1690, V-twin    | NG       | 131*      | 310w*     | 61 / 23          | x    | KLX110                                       | \$2999      | 112, Single     | 5.4      | 8         | 76w*      | NT               | v    |  |  |  |  |  |  |  |  |
| <b>Honda</b> hondamotorcycles.com.au  |             |                 |          |           |           |                  |      |  |             |                 |          |           |           |                  |      |  |  |  |  |  |  |  |  |
| CB125E  | \$2099      | 124, Single     | 10*      | 10.1      | 137w*     | 61 / 18          | v    | KLX140L                                      | \$5199      | 144, Single     | NG       | NG        | NG        | NT               | v    |  |  |  |  |  |  |  |  |
| CBR125R   | \$4049      | 124, Single     | 10*      | 10.1*     | 137w*     | 61 / 4           | v    | KLX150L                                      | \$4099      | 144, Single     | 8.6*     | 11.3*     | 115w*     | NT               | v    |  |  |  |  |  |  |  |  |
| CBR250R   | \$5510      | 249, Single     | 18.6*    | 22.9*     | 161w*     | 60 / 23          | v    | KLX250S                                      | \$6299      | 249, Single     | 11*      | 17*       | 134w*     | NT               | v    |  |  |  |  |  |  |  |  |
| CBR250RA  | \$6010      | 249, Single     | 18.6*    | 22.9*     | 165w*     | 60 / 11          | v    | KLX450R                                      | \$10,999    | 449, Single     | 41*      | NG        | 126w*     | 57 / 3           | v    |  |  |  |  |  |  |  |  |
| CBR300R   | \$4999      | 286, Single     | 19.7**   | 24.1**    | 168.4w**  | 64 / 20          | v    | Ninja 300 (ABS)                              | \$5699      | 296, P-twin     | 29*      | 27*       | 172w*     | 62 / 7           | v    |  |  |  |  |  |  |  |  |
| CBR300R ABS   | \$5499      | 286, Single     | 19.7**   | 24.1**    | 163w*     | NT               | v    | Ninja 300 (ABS) 30 anniversary               | \$6399      | 296, P-twin     | 29*      | 27*       | 172w*     | NT               | v    |  |  |  |  |  |  |  |  |
| CB300FA   | \$5699      | 286, Single     | 22.7*    | 27*       | 161w*     | NT               | v    | Ninja 650 (ABS)                              | \$10,499    | 649, P-twin     | 39*      | 56*       | 211w*     | 59 / 2           | x    |  |  |  |  |  |  |  |  |
| CB400A  | \$11,199    | 399, Four       | 39*      | 38*       | 200w*     | 62 / 11          | v    | Ninja 650 (ABS)                              | \$10,499    | 649, P-twin     | 53*      | 64*       | 211w*     | 59 / 2           | x    |  |  |  |  |  |  |  |  |
| CB500FA   | \$7499      | 471, P-twin     | 35*      | 43*       | 192w*     | 62 / 17          | v    | Ninja 1000                                   | \$15,999    | 1043, Four      | 104.5*   | 111*      | 231w*     | 60 / 14          | x    |  |  |  |  |  |  |  |  |
| CB500XA   | \$7599      | 471, P-twin     | 35*      | 43*       | 192w*     | 62 / 22          | v    | Ninja H2                                     | \$33,000    | 998, Four       | 147.2*   | 133.5*    | 238w*     | 64 / 19          | x    |  |  |  |  |  |  |  |  |
| CBR500R   | \$7499      | 471, P-twin     | 34.4**   | 42.4*     | 192w*     | 62 / 21          | v    | Ninja ZX-6R (636)                            | \$16,499    | 636, Four       | 96.4*    | 71*       | 194w*     | 62 / 12          | x    |  |  |  |  |  |  |  |  |
| CBR500R ABS   | \$7999      | 471, P-twin     | 34.4**   | 42.4*     | 194w*     | 62 / 21          | v    | Ninja ZX-10R (30 anniversary)                | \$18,999    | 998, Four       | 147.1*   | 112*      | 198w*     | 62 / 17          | x    |  |  |  |  |  |  |  |  |
| CBR1000RR   | \$16,899    | 999, Four       | 113.78** | 98.09**   | 198.1w**  | 63 / 24          | v    | Ninja ZX-10R (ABS) 30 anniversary            | \$20,699    | 998, Four       | 147.1*   | 112*      | 201w*     | 62 / 17          | x    |  |  |  |  |  |  |  |  |
| CBR1000R ABS  | \$17,899    | 999, Four       | 113.78** | 98.09**   | 210w**    | 63 / 05          | v    | Ninja ZX-10R (ABS) SE                        | \$19,999    | 998, Four       | 147.1*   | 112*      | 201w*     | 62 / 17          | x    |  |  |  |  |  |  |  |  |
| CBR1000RR ABS   | \$17,899    | 999, Four       | 113.78** | 98.09**   | 210w**    | NT               | v    | Ninja ZX-14R (ABS) SE                        | \$20,299    | 1352, Four      | 147.2*   | 162.5*    | 268w*     | 61 / 14          | x    |  |  |  |  |  |  |  |  |
| CBR250L   | \$5,699     | 249, Single     | 17*      | NG        | 147w*     | NT               | v    | Ninja ZX-14R (ABS) SE Öhlins                 | \$21,799    | 1352, Four      | 147.2*   | 162.5*    | 268w*     | 61 / 15          | x    |  |  |  |  |  |  |  |  |
| <b>Comic book cruisers</b>  |             |                 |          |           |           |                  |      |  |             |                 |          |           |           |                  |      |  |  |  |  |  |  |  |  |
| Judge Dredd's Lawmaster   |             |                 |          |           |           |                  |      |  |             |                 |          |           |           |                  |      |  |  |  |  |  |  |  |  |
| In the future metropolis of Mega City 1, the uneasy peace is kept by the judges: police, jury and sometimes executioner all rolled into one. To do their job they need all the technical wizardry they can get, and one key piece of kit is the Lawmaster bike. |             |                 |          |           |           |                  |      |  |             |                 |          |           |           |                  |      |  |  |  |  |  |  |  |  |
| the judge's orders as well as identifying perps), twin machine guns, lasers, grenades, a turbo boost for leaping over packed roadways, and a giant golden eagle of justice, to remind the citizens who's protecting them.                                       |             |                 |          |           |           |                  |      |  |             |                 |          |           |           |                  |      |  |  |  |  |  |  |  |  |
| With artificial intelligence, the bike acts as a partner in lawgiving, following at as the judge proceeds on foot, and undertaking basic tasks (e.g. "Keep blasting at those muties till I say stop").  |             |                 |          |           |           |                  |      |  |             |                 |          |           |           |                  |      |  |  |  |  |  |  |  |  |
| The 4000cc V8 KT23 engine produces 250hp and 593Nm for a max speed of 570km/h, rolling on bullet-proof "Firerock" all-weather tyres. And despite its size it only weighs 48kg!  |             |                 |          |           |           |                  |      |  |             |                 |          |           |           |                  |      |  |  |  |  |  |  |  |  |
|    |             |                 |          |           |           |                  |      |  |             |                 |          |           |           |                  |      |  |  |  |  |  |  |  |  |

# buyersguide

| Model                     | Price<br>SAUD   | Engine<br>CC, type | Power<br>kW  | Torque<br>Nm | Weight<br>kg | Tested<br>Vol / No. | LAMS            | Model                    | Price<br>SAUD   | Engine<br>CC, type | Power<br>kW | Torque<br>Nm | Weight<br>kg | Tested<br>Vol / No. | LAMS     |
|---------------------------|-----------------|--------------------|--------------|--------------|--------------|---------------------|-----------------|--------------------------|-----------------|--------------------|-------------|--------------|--------------|---------------------|----------|
| Versys 650 LAMS (ABS)     | \$9999          | 649, P-twin        | 39*          | 56*          | 211w*        | NT                  | ✓               | Brutale 800 Dragster RR  | \$22,999        | 798, Triple        | 104*        | 86*          | 168d*        | NT                  | x        |
| <b>Versys 1000</b>        | <b>\$15,999</b> | <b>1043, Four</b>  | <b>86.8*</b> | <b>102*</b>  | <b>239w*</b> | <b>62 / 1</b>       | <b>x</b>        | Brutale 1090             | \$19,999        | 1078, Four         | 106*        | 112*         | 183d*        | 64 / 03             | x        |
| Vulcan S ABS              | \$9999          | 649, P-twin        | N/G          | 226w*        | 64/16        | ✓                   | Brutale 1090 RR | \$22,999                 | 1078, Four      | 116*               | 100*        | 183d*        | NT           | x                   |          |
| Vulcan 900 Classic        | \$12,499        | 903, V-twin        | 35*          | 77*          | 281w*        | 56 / 9              | x               | Brutale 1090 RR Corsa    | \$27,999        | 1078, Four         | 116*        | 100*         | 183d*        | NT                  | x        |
| Vulcan 900 Custom         | \$12,699        | 903, V-twin        | 35*          | 77*          | 281w*        | NT                  | x               | F3 675                   | \$18,699        | 675, Triple        | 94*         | 71*          | 173d*        | 62 / 05             | x        |
| Vulcan 1700 Classic (ABS) | \$19,999        | 1700, V-twin       | 55*          | 135*         | 349w*        | 61 / 4              | x               | F3 800                   | \$19,999        | 798, Triple        | 108*        | 88*          | 173d*        | 65 / 07             | x        |
| Vulcan 1700 Nomad (ABS)   | \$22,999        | 1700, V-twin       | 54*          | 136*         | 382w*        | 59 / 1              | x               | F4                       | \$24,499        | 998, Four          | 144*        | 111*         | 191d*        | 61 / 25             | x        |
| Vulcan 1700 Vaquero (ABS) | \$24,499        | 1700, V-twin       | 54*          | 135*         | 383w*        | NT                  | x               | <b>F4 RC</b>             | <b>\$55,880</b> | <b>998, Four</b>   | <b>156*</b> | <b>111*</b>  | <b>175d*</b> | <b>NT</b>           | <b>x</b> |
| Vulcan 1700 Voyager (ABS) | \$25,999        | 1700, V-twin       | 54*          | 135*         | 406w*        | 58 / 25             | x               | Stradale 800             | \$33,999        | 998, Triple        | 148*        | 114*         | 185d*        | 63 / 01             | x        |
| W800                      | \$12,499        | 773, P-twin        | 35*          | 60*          | 217w*        | 63 / 4              | x               | Turismo Veloce 800       | \$19,999        | 798, Triple        | 84.5*       | 78.5*        | 181d*        | 64 / 15             | x        |
| Z250SL                    | \$55299         | 249, Single        | 20.6*        | 22.6*        | 148w*        | 64 / 23             | v               | Turismo Veloce Lusso 800 | \$21,990        | 798, Triple        | 81*         | 80*          | 191d*        | 65 / 10             | x        |
| Z250SL (ABS)              | \$55599         | 249, Single        | 20.6*        | 22.6*        | 150w*        | NT                  | v               |                          | \$24,990        | 798, Triple        | 81*         | 80*          | 199d*        | 65 / 10             | x        |
| Z300 (ABS)                | \$55999         | 296, P-twin        | 29*          | 27*          | 170w*        | 64 / 22             | v               |                          |                 |                    |             |              |              |                     |          |
| Z800 (ABS)                | \$12,999        | 806, Four          | 83*          | 83*          | 231w*        | 62 / 15             | x               |                          |                 |                    |             |              |              |                     |          |
| Z1000 (ABS)               | \$16,799        | 1043, Four         | 104.5*       | 111*         | 221w*        | 63 / 15             | x               |                          |                 |                    |             |              |              |                     |          |

## KTM ktm.com.au

|                      |                 |                     |             |           |              |                |          |
|----------------------|-----------------|---------------------|-------------|-----------|--------------|----------------|----------|
| 1050 Adventure       | \$17,995        | 1050, V-twin        | 70*         | 107*      | 212d*        | 64 / 18        | x        |
| 1190 Adventure       | \$23,995        | 1195, V-twin        | 110*        | NG        | 212d*        | 63 / 1         | x        |
| 1190 Adventure (EDS) | \$22,995        | 1195, V-twin        | 110*        | NG        | 212d*        | 63 / 1         | x        |
| 1190 Adventure R     | \$24,995        | 1195, V-twin        | 110         | NG        | 217d*        | 63 / 23        | x        |
| 200 Duke             | \$5995          | 129, Single         | 19*         | NG        | 129.5d*      | 61 / 13        | v 390    |
| Duke                 | \$6095          | 373, Single         | 32*         | NG        | 139d*        | 64 / 20        | v        |
| 690 Duke             | \$11,495        | 690, Single         | 50*         | NG        | 149.5d*      | 61 / 22        | x        |
| 690 Duke R           | \$14,495        | 690, Single         | 51.5*       | NG        | 149.5d*      | 64 / 20        | x        |
| 690 Enduro R         | \$14,695        | 690, Single         | 4T          | NG        | 139d*        | 59 / 17        | x        |
| 200 EXC              | \$10,995        | 193, Single         | 2T          | NG        | 99.5d*       | NT             | v        |
| 250 EXC              | \$11,995        | 249, Single         | 2T          | NG        | 101.9d*      | 49 / 17        | v        |
| 300 EXC              | \$12,995        | 293, Single         | 2T          | NG        | 102d*        | 49 / 21        | v        |
| 250 EXC-F            | \$12,995        | 250, Single         | 4T          | NG        | 109d*        | 57 / 2         | v        |
| 350 EXC-F            | \$13,495        | 349, Single         | 4T          | NG        | 111d*        | NT             | v        |
| 450 EXC              | \$13,795        | 449, Single         | 4T          | NG        | 111d*        | 57 / 2         | v        |
| 500 EXC              | \$13,995        | 510, Single         | 4T          | NG        | 111d*        | NT             | v        |
| RC 390               | \$6095          | 373, Single         | 32*         | NG        | 137d*        | NT             | v        |
| <b>1190 RC8R</b>     | <b>\$25,995</b> | <b>1195, V-twin</b> | <b>129*</b> | <b>NG</b> | <b>184d*</b> | <b>59 / 25</b> | <b>x</b> |
| 690 SMC R            | \$14,995        | 690, Single         | 49*         | NG        | 140.5*       | 63 / 21        | x        |
| 1290 Super Adventure | \$26,995        | 1301, V-twin        | 118*        | 140*      | 229d*        | 64 / 18        | x        |
| 1290 Super Duke R    | \$24,995        | 1301, V-twin        | 132*        | 144*      | 189d*        | 64 / 20        | x        |

## Kymco kymco.com.au

|               |        |             |    |    |       |         |   |
|---------------|--------|-------------|----|----|-------|---------|---|
| Agility 50    | \$1990 | 49, Single  | NG | NG | 96d*  | NT      | v |
| CK 125        | \$1990 | 124, Single | NG | NG | 117d* | NT      | v |
| Espresso 150  | \$3990 | 150, Single | NG | NG | 111d* | NT      | v |
| Downtown 300i | \$7490 | 299, Single | NG | NG | 187d* | NT      | v |
| Like 125      | \$2990 | 125, Single | NG | NG | 116d* | NT      | v |
| Like 200      | \$3990 | 163, Single | NG | NG | 116d* | NT      | v |
| Super 8 50    | TBA    | 49, Single  | 2T | NG | 108d* | NT      | v |
| Super 8 125   | \$3290 | 125, Single | NG | NG | 116d* | NT      | v |
| Venox 250     | TBA    | 249, V-twin | NG | NG | 175d* | 59 / 12 | v |

## Megelli motorsportimporters.com.au

|       |        |             |    |    |       |         |   |
|-------|--------|-------------|----|----|-------|---------|---|
| 250r  | \$4850 | 249, Single | NG | NG | 123d* | 62 / 25 | v |
| 250s  | \$3990 | 249, Single | NG | NG | 123d* | NT      | v |
| 250SE | \$5690 | 249, Single | NG | NG | 123d* | 61 / 04 | x |

## Moto Guzzi motoguzzi.com.au

|                         |          |              |     |      |       |         |   |
|-------------------------|----------|--------------|-----|------|-------|---------|---|
| 1200 Sport 4V SE ABS    | \$17,990 | 1151, V-twin | 77* | 105* | 253d* | 59 / 13 | x |
| California Custom ABS   | \$21,990 | 1380, V-twin | 71* | 120* | 319d* | 64 / 18 | x |
| California Touring ABS  | \$24,990 | 1380, V-twin | 71* | 120* | 300d* | 64 / 16 | x |
| Griso 1200 8V SE        | \$19,990 | 1151, V-twin | 81* | 108* | 222d* | 62 / 24 | x |
| Griso 8V SE             | \$21,500 | 1200, V-twin | 82* | 108* | 227d* | NT      | x |
| Stelvio 1200 8V NTX ABS | \$21,990 | 1151, V-twin | 77* | 113* | 257d* | 63 / 1  | x |
| V 750 Special           | \$12,990 | 744, V-twin  | 37* | 60*  | 179d* | 59 / 24 | x |
| V 750 Stone             | \$12,490 | 744, V-twin  | 37* | 60*  | 179d* | NT      | x |
| V 750 Racer SE          | \$14,990 | 744, V-twin  | 37* | 60*  | 179d* | 62 / 6  | x |

## MV Agusta mvagusta.com.au

|                                    |          |             |      |     |       |         |   |
|------------------------------------|----------|-------------|------|-----|-------|---------|---|
| All MV Agusta prices are ride-away |          |             |      |     |       |         |   |
| Brutale 675                        | \$15,799 | 675, Triple | 81*  | 65* | 167d* | 62 / 17 | x |
| Brutale 800                        | \$17,699 | 798, Triple | 92*  | 81* | 167d* | 64 / 09 | x |
| Brutale 800 RR                     | \$19,999 | 798, Triple | 104* | 86* | 168d* | NT      | x |
| Brutale 800 Dragster               | \$20,499 | 798, Triple | 92*  | 81* | 167d* | 63 / 18 | x |

## Comic book cruisers

### Shotaro Kaneda's bike (Akira)

This bike was so kick-ass it was chosen as one of the central images for the Akira series. Kaneda is the head of a motorcycle gang in Neo Tokyo who gets caught up in a supernatural struggle for the survival of the human race. While he's at it he rides around in this monster, marked as a Beemer in the film, but

as a Honda in the manga. It features a "ceramic double-rotor two-wheel disc drive", auto-nav system, cold superconducting generator, a radar ... and a glovebox.

As part of the publicity for the movie, a full-scale model of the bike was created, but it was lost over in the UK.

Akira fanatic Masashi

Teshima then went one better and built a working replica of the bike, investing seven years and around AUD\$150,000 in the process. Sadly, like the real-life/movie versions of some of the other comic creations listed here, it didn't stack up to the original.

Repeat after us: the book was better!



| Model                             | Price \$AUD | Engine CC, type | Power kW | Torque Nm | Weight kg | Tested Vol./No. | LAMS |
|-----------------------------------|-------------|-----------------|----------|-----------|-----------|-----------------|------|
| V-Strom 650 LAMS (rideaway price) | \$9990      | 645, V-twin     | 35*      | 60*       | 214w*     | 64/12           | ✓    |
| V-Strom 650 (DL650A)              | \$10,290    | 645, V-twin     | 50.5*    | 60*       | 214w*     | 61 / 2          | x    |
| V-Strom 650XT (DL650XA)           | \$11,490    | 645, V-twin     | 50.5*    | 60*       | N/A       | NT              | x    |
| V-Strom 650XT LAMS (DL650XAUE)    | \$10,990    | 645, V-twin     | 35*      | N/A       | 215w*     | 65 / 1          | ✓    |
| V-Strom 1000 (DL1000A)            | \$15,490    | 1037, V-twin    | 74*      | 103*      | 228w*     | 64/11           | x    |

## SYM Scoota

|              | scoota.com.au |               |       |       |       |    |   |
|--------------|---------------|---------------|-------|-------|-------|----|---|
| CityCom300i  | \$5999        | 299, Single   | NG    | NG    | NG    | NT | ✓ |
| Classic 125  | \$2499        | 124, Single   | 6.3*  | 8.3*  | 109d* | NT | ✓ |
| Firenze300i  | \$6299        | 299, Single   | NG    | NG    | NG    | NT | ✓ |
| HD200EVO     | \$4699        | 171, Single   | 11.2* | 15.8* | 135*  | NT | ✓ |
| JetSport 50X | \$2699        | 49, Single    | 2.6*  | 4.2*  | 98d*  | NT | ✓ |
| Jet 4R Naked | \$2699        | 49, Single    | 2.6*  | 4.2*  | 98d*  | NT | ✓ |
| Jolie        | \$1999        | 49, Single    | 2.9*  | 4.7*  | 80d*  | NT | ✓ |
| Mio 50       | \$2599        | 49, Single    | 2.7*  | 3.7*  | 80d*  | NT | ✓ |
| Mio 100      | \$2999        | 99, Single    | 5.6*  | 7.7*  | 88d*  | NT | ✓ |
| Orbit 50     | \$1599        | 49, Single    | 2.7*  | 3.7*  | 80d*  | NT | ✓ |
| Orbit 125    | \$2499        | 124, Single   | 6.3*  | 8.3*  | 109d* | NT | ✓ |
| Red Devil    | \$2099        | 49, Single 2T | 3.2*  | 4.6*  | 94d*  | NT | ✓ |

## TGB

|                | tgb scooters.com.au |       |       |    |      |    |   |
|----------------|---------------------|-------|-------|----|------|----|---|
| 101S           | \$1890              | 49.3  | 4.9*  | NG | 81*  | NT | ✓ |
| Bellavita 125  | \$3990              | 124   | 11*   | NG | 142* | NT | ✓ |
| Bellavita 300i | \$5490              | 263.7 | 17.5* | NG | 153* | NT | ✓ |
| Bullet 50      | \$2290              | 49.3  | 3.5*  | NG | 95*  | NT | ✓ |
| Bullet RS 50   | \$2790              | 49.3  | 3.75* | NG | 95*  | NT | ✓ |
| Bullet RS 150  | \$3390              | 150   | 10.1* | NG | 118* | NT | ✓ |
| Delivery 125   | \$3790              | 124   | 11*   | NG | 125* | NT | ✓ |
| Tapo 50        | \$1990              | 49.3  | 3.5*  | NG | 95*  | NT | ✓ |
| X Race         | \$2590              | 151   | 10.1* | NG | 122* | NT | ✓ |
| X Motion 300   | \$4990              | 263.7 | 17.4* | NG | 186* | NT | ✓ |

## Triumph

|                              | triumphmotorcycles.com.au |              |      |      |       |          |   |
|------------------------------|---------------------------|--------------|------|------|-------|----------|---|
| America                      | \$13,490                  | 865, P-twin  | 45*  | 72*  | 250w* | 60 / 13  | x |
| Bonneville STD               | \$12,490                  | 865, P-twin  | 50*  | 68*  | 225w* | 61 / 02  | x |
| Bonneville ST DT / Newchurch | \$12,990                  | 865, P-twin  | 50*  | 68*  | 225w* | NT       | x |
| Bonneville T100 Black from   | \$13,490                  | 865, P-twin  | 50*  | 68*  | 230w* | NT       | x |
| Bonneville T100              | \$14,250                  | 865, P-twin  | 50*  | 68*  | 230w* | 59 / 24  | x |
| Daytona 675 ('13)            | \$13,490                  | 675, Triple  | 94*  | 74*  | 184w* | 64 / 16  | x |
| Daytona 675 ABS              | \$14,990                  | 675, Triple  | 94*  | 74*  | 184w* | 64 / 24  | x |
| Daytona 675 RBS              | \$16,990                  | 675, Triple  | 94*  | 74*  | 189w* | 63 / 21  | x |
| Rocket III Roadster ABS from | \$22,490                  | 2300, Triple | 109* | 221* | 367w* | 59 / 10  | x |
| Rocket III Touring           | \$24,490                  | 2300, Triple | 78*  | 203* | 395w* | 63 / 18  | x |
| Scrambler from               | \$14,390                  | 865, P-twin  | 43*  | 68*  | 230w* | 62 / 01  | x |
| Speed 94                     | \$17,490                  | 1050, Triple | 99*  | 111* | 212w* | 65 / 05  | x |
| Speed 94R                    | \$20,490                  | 1050, Triple | 99*  | 111* | 212w* | 65 / 05  | x |
| Speedmaster                  | \$13,090                  | 865, P-twin  | 45*  | 72*  | 250w* | 63 / 18  | x |
| Speed Triple from            | \$16,990                  | 1050, Triple | 99*  | 111* | 214w* | 61 / 17  | x |
| Speed Triple R ABS           | \$19,990                  | 1050, Triple | 99*  | 111* | 214w* | 64 / 09  | x |
| Sprint GT SE                 | \$15,990                  | 1050, Triple | 96*  | 108* | 265w* | 60 / 21  | x |
| Street Triple 660            | \$12,490                  | 660, Triple  | 38*  | 50*  | 194w* | 64 / 11  | x |
| Street Triple ABS            | \$12,990                  | 675, Triple  | 78*  | 68*  | 188w* | 62 / 19  | x |
| Street Triple R ABS from     | \$13,990                  | 675, Triple  | 78*  | 68*  | 182w* | 63 / 21  | x |
| T/bird ABS                   | \$19,990                  | 1600, P-twin | 63*  | 146* | 339w* | 55 / 6   | x |
| T/Bird ABS TT                | \$19,990                  | 1600, P-twin | 63*  | 146* | 339w* | 59 / 19  | x |
| T/Bird Storm ABS from        | \$20,990                  | 1700, P-twin | 72*  | 156* | 339w* | 53 / 19  | x |
| T/Bird Nightstorm SE ABS     | \$22,990                  | 1700, P-twin | 72*  | NG   | 339w* | 65 / 04  | x |
| T/Bird Commander from        | \$21,490                  | 1700, P-twin | 69*  | 151* | 348w* | 64 / 2   | x |
| T/Bird LT from               | \$24,490                  | 1700, P-twin | 69*  | 151* | 380w* | 63 / 21  | x |
| Thruxton                     | \$14,390                  | 865, P-twin  | 51*  | 68*  | 230w* | 61 / 01  | x |
| Tiger Sport ABS              | \$15,990                  | 1050, Triple | 92*  | 104* | 235w* | 62 / 125 | x |
| Tiger 800 ABS                | \$13,890                  | 800, Triple  | 70*  | 79*  | 210w* | 62 / 16  | x |
| Tiger 800 XC ABS             | \$16,590                  | 800, Triple  | 70*  | 79*  | 215w* | 64 / 01  | x |
| Tiger 800 XCx ABS from       | \$17,690                  | 800, Triple  | 70*  | 79*  | 221w* | 64 / 17  | x |
| Tiger 800 XR ABS             | \$15,090                  | 800, Triple  | 70*  | 79*  | 213w* | NT       | x |
| Tiger 800 RXr ABS from       | \$16,590                  | 800, Triple  | 70*  | 79*  | 216w* | 64 / 23  | x |
| Tiger Explorer               | \$20,490                  | 1200, Triple | 101* | 121* | 259w* | 63 / 13  | x |
| Tiger Explorer (wire wheels) | \$20,990                  | 1200, Triple | 101* | 121* | 259w* | 63 / 13  | x |
| Trophy SE                    | \$27,990                  | 1200, Triple | 97*  | 118* | 315w* | 63 / 18  | x |

## Vespa

|                     | vespa.com.au |               |       |       |       |         |   |
|---------------------|--------------|---------------|-------|-------|-------|---------|---|
| GTS 250 ie          | \$7390       | 244, Single   | 16.2* | 20.2* | 148d* | NT      | ✓ |
| GTS 300 Super       | \$8390       | 278, Single   | 15.8* | 22.3* | 148d* | 63 / 14 | ✓ |
| GTS 300 Super Sport | \$8690       | 278, Single   | 15.8* | 22.3* | 148d* | NT      | ✓ |
| LX50 FL             | \$3990       | 49, Single 2T | 3.2*  | NG    | 96d*  | 63 / 6  | ✓ |
| Primavera 125 IE 3V | \$3990       | 124, Single   | 7.9*  | 10.4* | NG    | NT      | ✓ |
| Primavera 150 IE 3v | \$5990       | 155, Single   | 9.5*  | 12.8* | NG    | NT      | ✓ |

## Comic book cruisers

### Ogri's Armageddon

He's got a deep-seated dislike of authority and car drivers, lives to ride fast, likes a beer and has appeared mainly on the back page of a motorcycle magazine. Sound familiar? You could almost say Ogri is the Brit equivalent of Fed Gassit, except for the fact that Ogri is also irresistible to women, can handle himself in a fight, is

actually a pretty decent bloke, and um... isn't a dog. Ogri's first love is Armageddon, his possibly self-built 1000cc Norvin, with a Norton featherbed frame and a Vincent twin donk. He's also pretty fond of Mitzi – his sometimes girlfriend and a tough-as-nails biker girl who generally rides some kind of

sportbike, though the focus is more on her curves than the machine's. Another member of the cast is Ogri's gormless cousin Malcolm, who has ridden a variety of bikes (they don't last long), including a pre-1960 Triumph called Lunge. Apparently, creator Paul Temple based Malcolm on himself.



| Model              |
|--------------------|
| PX150<br>Vespa 946 |

| Model              | Price \$AUD        | Engine CC, type               | Power kW   | Torque Nm  | Weight kg   | Tested Vol./No. | LAMS   |
|--------------------|--------------------|-------------------------------|------------|------------|-------------|-----------------|--------|
| PX150<br>Vespa 946 | \$6490<br>\$11,990 | 150, Single 2T<br>155, Single | 6.6*<br>NG | 9.6*<br>NG | 112d*<br>NG | NT<br>NT        | ✓<br>✓ |

## Victory

| All prices are ride-away | victorymotorcycles.com.au |              |       |      |       |         |   |
|--------------------------|---------------------------|--------------|-------|------|-------|---------|---|
| Boardwalk                | \$22,995                  | 1731, V-twin | NG    | NG   | 300d* | 62 / 19 | x |
| Boardwalk Black          | \$22,495                  | 1731, V-twin | NG    | NG   | 307d* | NT      | x |
| Cross Country            | \$26,495                  | 1731, V-twin | NG    | NG   | 358d* | 61 / 17 | x |
| Cross Country Ness       | \$29,995                  | 1731, V-twin | NG    | NG   | 347d* | NT      | x |
| Cross Country Tour       | \$28,995                  | 1731, V-twin | NG    | NG   | 384d* | NT      | x |
| Cross Roads Classic      | \$24,995                  | 1731, V-twin | NG    | NG   | 350d* | 59 / 25 | x |
| Gunner                   | \$19,995                  | 1731, V-twin | 71*   | 149* | 248d* | 64 / 16 | x |
| Hammer 8-Ball            | \$20,995                  | 1731, V-twin | NG    | NG   | 305d* | 58 / 21 | x |
| Hammer LE                | \$23,495                  | 1731, V-twin | NG    | NG   | 305d* | 62 / 17 | x |
| Hammer S                 | \$22,995                  | 1731, V-twin | NG    | NG   | 305d* | 60 / 25 | x |
| High-ball                | \$20,995                  | 1731, V-twin | 72.3* | 153* | 304d* | 65 / 06 | x |
| Jackpot                  | \$24,995                  | 1731, V-twin | NG    | NG   | 296d* | 60 / 8  | x |
| Judge                    | \$20,995                  | 1731, V-twin | NG    | NG   | 300d* | NT      | x |
| Magnum                   | \$29,995                  | 1731, V-twin | NG    | NG   | 345d* | 64 / 17 | x |
| Vegas 8-Ball             | \$19,995                  | 1731, V-twin | NG    | NG   | 290d* | NT      | x |
| Vision Tour              | \$30,495                  | 1731, V-twin | NG    | NG   | 394d* | 58 / 16 | x |

## Viper Motorcycles

|               | vipermotorcycles.com.au |              |    |     |    |    |   |
|---------------|-------------------------|--------------|----|-----|----|----|---|
| Black Diamond | \$54,990                | 2490, V-twin | NG | 215 | NG | NT | x |
| Diamond Back  | \$54,990                | 2490, V-twin | NG | 215 | NG | NT | x |

## Yamaha

|                                | yamaha-motor.com.au |                  |       |       |       |         |   |
|--------------------------------|---------------------|------------------|-------|-------|-------|---------|---|
| AG100                          | \$3299              | 98, Single 2T    | NG    | NG    | NG    | NT      | ✓ |
| AG200E                         | \$5099              | 196, Single      | NG    | NG    | 112w* | NT      | x |
| Bolt                           | \$11,995            | 942, V-twin      | 38.3* | 79.5* | 245w* | 64 / 3  | x |
| Bolt C                         | \$12,699            | 942, V-twin      | 38.3* | 79.5* | 245w* | 64 / 3  | x |
| Bolt R                         | \$12,499            | 942, V-twin      | 38.3* | 79.5* | 245w* | 64 / 3  | x |
| FJR1300A                       | \$24,995            | 1298, Four       | 107*  | 138*  | 289w* | 62 / 10 | x |
| FJR1300A (Electric suspension) | \$26,999            | 1298, Four       | 107*  | 138*  | 289w* | 62 / 10 | x |
| FZ1N                           | \$15,699            | 998, Four        | 110*  | 106*  | 214w* | 62 / 18 | x |
| FZ1S                           | \$16,499            | 998, Four        | 110*  | 106*  | 214*  | 61 / 7  | x |
| MT-03                          | \$9999              | 660, Single      | 35*   | 56.2* | 192w* | 63 / 8  | x |
| MT-07                          | \$5999              | 655, PT          | 38.3* | 57.5  | 179w* | 64 / 07 | ✓ |
| MT-07-HO                       | \$9999              | 689, V-twin      | 55*   | 68    | 179w* | 65 / 10 | x |
| MT-09                          | \$11,299            | 847, Triple      | 84.6* | 87.5* | 188*  | 64 / 11 | x |
| MT-09 (ABS)                    | \$11,799            | 847, Triple      | 84.6* | 87.5* | 188*  | 64 / 11 | x |
| MT-09 Tracer                   | \$14,999            | 847, Triple      | 84.6* | 87.5* | 210w* | 64 / 18 | x |
| SR400                          | \$7999              | 399, Single      | NG    | NG    | 174w* | 63 / 24 | x |
| TMAX 530 ABS                   | \$13,499            | 530, V-twin      | NG    | NG    | 221w* | 64 / 2  | x |
| Tricity ABS                    | \$4699              | 124.8 Single</td |       |       |       |         |   |

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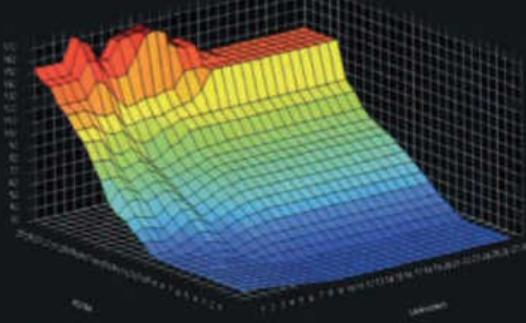
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# Smac, in yer face

SAM MACLACHLAN



## Bike Bullies

**DO YOU KNOW** what I hate more than Bike Bullies? Nothing. I hate nothing more than elitist motorcyclists who elevate their own status over others due to perceived advantages in speed/having done it longer/owned more bikes or whatever their shallow justification is.

The fact is, most examples of Bike Bullies I have come across would have their butt handed to them by certain other riders, yet those faster riders generally don't consider themselves superior for that reason. So why do these BBs get so uppity?

I've written before about the bloke a group of us came across in the bush, who proceeded to hammer between the trees well beyond the rate we were prepared or able to match on our new-model enduro bikes. He was on a 1989 XR250 – and this was in 2008.

You can never tell a good rider just by looking at them, though Bike Bullies thrive on doing just that. They are happy assuming the bike they are catching ahead of them is slower and therefore piloted by someone inferior.

I did that once, at Wakefield Park as a C-grade young 'un. I was up it for the rent in Friday Practice on my "sponsored" 250 Proddy Suzuki RGV250 – I had found a Dunlop sticker in the back of a factory team's transporter – and quickly closed and passed that wobbly looking bloke on the 600 Supersport bike. The ultimate underdog victory, it was, and I sent it straight to the section of my brain that houses my ego.

That same section of brain was a smoldering ruin two laps later when said 600 drifted past sideways on the brakes, into the corner and away. It turned out to be piloted by the more than handy Ian Hambridge, who at the time of my "hero pass" was actually checking out the track for his very first time. Seems he had it pretty much nailed, third lap, from where I was sitting...

You never can tell.

There are riders reading this who can whip me into submission on the dirt, road, track, desert – anywhere, really. There are also riders who I can round up or pull a slightly longer wheelie than. So? Am I more or less of a motorcyclist, depending on which end of the whooping I am sat on each particular occasion?

The late Andy Caldecott, four-time Australasian Safari winner and unlucky enough to be my "teammate" when I floundered around in the Safari, is another example. No matter how silly my

question, or how obvious the answer was in retrospect, there wasn't a single eyeroll from the big fella as he took time away from winning a nail-biting race to help guide me through the maze that was Safari racing. Dakar podium-getter Andy Haydon was the same. Fast racers, down to earth, not bothered or obsessed by how much of a motorcyclist I was – and it's fair to say I had no business racing a KTM through the bush for seven days straight at that point.

I was having a go at something they were experts at, and they used their expertise to help, not compare dick shadows on a wall.

There was a rider at a ride day recently who struggled to get himself over 50km/h through turn two at SMSP. That's pretty slow.

But, he had a reason – he loved bikes, but was bloody terrified for a number of reasons. So a bunch of blokes, all of whom can ride faster than most of us reading this, spent some time with him, got him out of the headspace he had locked himself into and now he runs a good, confident pace. Great! Job done. He won't be punching on with MM and Rossi next year in MotoGP, but he loves what he's doing and that's the point.

I am not about to sprout the "we all share a common bond" bullshit, or that we are united in some way (we certainly don't act very united, most of the time). The real reason it doesn't matter is because it's not any else's business how good you are on a bike. Riding is mostly an individual pastime and as long as each motorcycle-sitting individual is having a great bloody time, I don't care if I can catch them or not.

The real reason Bike Bullies are puffing their chests out and acting superior is due to over-inflated egos, under-developed self-confidence, a need to empower themselves by crushing others, and a wish to meddle in someone else's business. It's nothing to do with motorcycles.

To the Bike Bullies, I say pull your head in. Concentrate instead on improving your own riding skills, your bike's performance or increasing your stash of two. Just get on with riding, you muppets, and let others get on with theirs.

To victims of Bike Bullies, ignore the knobs. Understand that they are the way they are because of reasons unrelated to you and get on with exploring your passion, in whichever way you see fit. One of the great things about bikes is that once you pull a helmet on, you can't hear anybody else. Make the most of that! ■

As long as each motorcycle-sitting individual is having a great bloody time, I don't care if I can catch them or not



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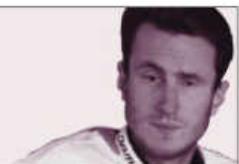


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# Revolving Racer

JED METCHER



## Game, set, Metcher!

**IT WAS A** massive relief to sign a two-year contract in one of the strongest domestic championships in the world more than four months before the start of the next season, not only for myself but also for my family and supporters. Knowing that everything is locked in provides extra motivation to dig deep during my preseason training and prepare mentally.

In saying that, this year I had the busiest preseason of my career as I spent every waking hour helping to get our Brunswick-based race and trackday bike preparation shop, Race Center, up and running. During this process we also built a world superbike and a team to compete in round one of the 2015 FIM World superbike championship at Phillip Island. It was an eventful week where we managed to score 14th in Race 1 just behind legend Troy Bayliss. Unfortunately, a rock strike through the radiator in Race 2 led to an early retirement. Although we didn't achieve the goals we set out for the start of the 2015 season, we did learn some vital lessons that assisted with my move to the British Superbike Championship – which was in full swing just a week later in sunny southern Spain.

I was all set to engage in the biggest challenge of my career, but it proved to be much more difficult than I had ever expected! I quickly realised that the starting point I had with my Kawasaki ZX10 was far from where it needed to be. The biggest deficit was related to our electronics department. After four days of minimal progression with the entire package the team and I were very deflated, despite our optimism that the only way to go from that point was up. I then met my biggest hurdle: British immigration!

It was like dealing with a government entity suffering from a bad case of the runs. It felt like a prerequisite to being hired in border control was to be constantly "grumpy". On my way back from Spain to the UK I was stopped in Manchester Airport by border control and questioned about my work visa (N.B. I had already been let in with the visa three weeks earlier). It was brought to my attention, after a five-hour wait in a little room, that a handful of other BSB and

speedway riders had attempted to enter the country with the same visa, that they were having a crackdown on sports people entering on work visas instead of the more expensive sports visas. The process of reapplying for the sports visa caused me to miss the first three rounds of the championship, and left me light years behind in bike development.

Each round until Knockhill, Scotland, we made some significant progress, and even started scoring points which was no mean feat in this paddock during 2015. After the next round at Brands Hatch I felt a negative change in the atmosphere in the team and all of a sudden we developed financial issues. Testing on the superbike came to a halt and engines started exploding left, right and centre. It was an uphill battle from there as sponsors started to question the team – and my ability to recover points. I quickly realised that the trust in my ability was gone so I decided to move on to Gearlink racing team who had success in the Supersport class but were still developing their superbike. We made some significant progress but not enough to impress.

This poor season left me with minimal options to move in BSB, even though initially it was my goal to compete in Superstock 1000 or Supersport and prove my credibility in such an amazing championship. Thankfully, my luck turned around when I was contacted by Wilbers BMW racing team. As anyone could imagine, after such a poor season, I was stoked to be presented with a contract to race a factory supported BMW in the familiar German IDM superbike championship. The contract included a position to work in the Wilbers products suspension

company developing regular and electronic suspension for several motorcycle models. Racing suspension and electronics package development are passions of mine so I can't wait to let everyone know what it's like to ride with the DTC adjusting itself under you every thousandth of a second! Until then I will be training hard, coaching through Race Center, and preparing to ride the T-Rex build Honda/Harris at the upcoming AMCN International Island Classic event at Phillip Island on 22-24 January. ■

Testing on the superbike came to a halt and engines started exploding left, right and centre



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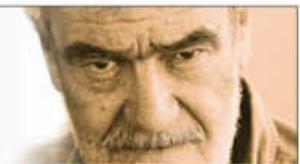


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## Nobody is innocent

**AS EXPECTED ROSSI** had the final word about the final race. It had been “embarrassing”.

It meant more than he intended. He meant he saw it as a pretend race by Márquez to ensure Lorenzo's victory.

“Embarrassing” also described the whole melodrama, and the behaviour of Rossi himself, among others. It was a classic season with a shame-faced climax, made more so as riders, officials and Márquez's HRC team kept on putting their feet in it.

Embarrassing. And unnecessary. If only Race Direction had made an instant decision during the Malaysian race...

At Le Mans in 2011, Marco Simoncelli knocked Dani Pedrosa flying. He was immediately called in for a ride-through. Had it been a deliberate rather than an over-ambitious lunge then more punishment could have been applied later. But the matter was over. (As were Pedrosa's world championship hopes.)

Race Direction put the Sepang decision off until post-race because it was “so important to the championship”, and (let's face it) Rossi is Rossi. Anyway Race Direction was busy directing the race, lacking time to go through all the slo-mo. This alone is a good argument for adopting a Formula 1-style independent jury to work alongside them.

The facts were clear: Rossi had caused a crash, earning a ride-through just for a start. There would have been a storm, and arguments, but no back-of-the-grid start. And none of the other silliness. And probably the same final outcome.

Silliness like HRC's on-again/off-again accusations of a deliberate kick.

There's a little blip on an abstruse brake-pressure graph somewhere, proving it, says Honda. Unless there is also DNA from Rossi's leathers on the lever, it only proves that the brake was applied.

Questions remained unanswered as HRC backtracked.

If only Race Direction had made an instant decision during the Malaysian race...

Twice HRC promised to show the data to the press; twice it changed its mind abruptly. Bullish team principal Livio Suppo was back-pedalling. The kick accusation “may have been a mistake”. Surely pressure from above – the Honda Motor Company could read the “never buy another Honda” tweets and posts as well as anybody. Putting the lid on it after the event just looked silly.

“May have been a mistake” came also from Lorenzo, who had called for disqualification on the day, and tried to get his oar in on Rossi's unsuccessful CAS appeal to get his penalty suspended.

There were other absurdities. Yamaha had a big “All-Star” 60th birthday party planned, suddenly cancelled, with two days to go.

Dorna cancelled the usual pre-event press conference, fearful of what? That the riders would spit in each other's water bottles?

Then that last race. Márquez, who had swapped nine times in one lap with Rossi, simply shadowed Lorenzo the whole way. Was he, as Rossi said, riding “bodyguard”? Or was it just the usual Lorenzo win – like the other six, led from first to last?

We can never know. The best assumption is that nobody is innocent. But if Márquez really was playing unfair, it was the perfect crime – no admissible evidence.

An atmosphere rich in conspiracy theories threw new light on Rossi's dubious and unexpected verbal attack on Márquez that started it all off. Nobody understood it at the time. In retrospect, was he already clouding the issue and devaluing the title? It would be far more cunning and calculating than any Spanish sub-plot to help Jorge. And it's left a small smudge on Lorenzo's 2015 crown.

So what. Evergreen Rossi's fairy-tale title return was lost; and the faster, not the more popular rider won. Try again next year. The dignity of racing, however, has suffered, along with Rossi's. If “dignity” isn't a silly word applied to a ruthless sport of manic egotism. ■



# race report

YOUR FORTNIGHTLY FIX

IMS Adelaide 3-Hour Endurance



## Some like it hot

MV Agusta and AMCN team up to dive straight into the deep end of endurance racing, and find themselves in boiling water

■ REPORT FRED FRIGGIT ■ PHOTOGRAPHY DAMIR IVKA

**I**t was a big ask – borrow two standard F3 800 roadbikes straight out of the MV Augusta demo fleet, prep them in a couple of weeks, take them endurance racing, then have them back in street trim ready for demo duty a few days later.

It started several weeks earlier, with a text from Steve Martin to MV Agusta Australia's head technician and highly accomplished racer Chas Hern, saying: "We should do the Adelaide 3 Hour!" But things said half in jest often come back to burn you, and a few weeks later Steve found himself riding a 45-minute stint around Mallala Raceway on an MV Agusta F3 800 in stifling heat, having only flown in

the night before straight from the La Minz 24-Hour Scooter Race on the Gold Coast! Bread and butter for a former World Endurance Champion you would think, but Mallala on a stinking hot day is a challenge for the fittest of folk, so no small task for a man of Steve's tapering state of tune.

Partnered with Steve was Chas Hern's fellow MV Agusta Australia technician Anthony Nicolo, a keen and capable club racer, while AMCN's own Paul Young was teamed up with Hern. Two bikes, four men, one mission: to go fast, have fun and finish.

The rules of the Adelaide 3 Hour allow teams to have a bike for each rider on the team. Pit stops for teams who

choose this "pony express" option involve a simple change of armbands between riders, before the next rider heads out on track on a bike which has already been fuelled and had new tyres fitted.

The two MV Agusta teams only had the use of a single F3 800 each, so were always going to be at an extreme disadvantage due to the time lost refuelling and changing wheels at every pit stop. They also had the problem of having two teams on track, but only one pit crew.

Chas and Youngy, MV number 24, were likely to be the faster team, so it was decided to try to run a three-pit-stop strategy, riding two 45-minute stints each. But

because this strategy would stretch the range of the MV's small 16-litre tank to the limit, MV number 23 would have to pit first and run a four-stop strategy to avoid having both bikes in pitlane together.

With Youngy carrying a lingering hip injury, and the race start being the traditional endurance run-to-your-bike Le Mans affair, Chas stepped up to start for team 24, while Ant did the honours for team 23.

Ambient temperatures went sky high on race-day, and the high-revving but slow-speed nature of the Mallala circuit caught the team out in morning warm-up when bike 24 overheated. Finding that the thermo fan and its associated shrouding was restricting



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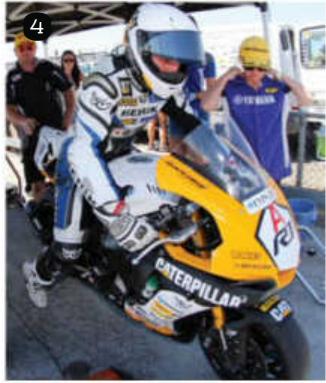


**Main.** Anthony Nicolo demonstrates the best method for a perfect Le Mans start is levitation **1.** Despite qualifying in third with teammate Evan Byles, David "Davo" Johnson decides to give the entire field a head start, while Daniel Falzon and Brodie Waters, in first and second, show Davo what young legs can do **2.** Lillish "Snoop" Ross isn't just a gun Ninja 300 racer, she also proved to be the fastest Le Mans start pusher in the paddock, bar none **3.** Early in the race with the temperature of the Team MV Agusta AMCN bike off the gauge, Chas Hern battled with William Strugnell, who finished third with talented rookie John Hunt **4.** Hern turns on the Italian style before wisely deciding to retire bike 24 so it could fight another day **5.** The single-sided swingarm on the F3 makes quick wheel changes a breeze when combined with the high silencer on bike 24, which was borrowed from one of Hern's many racebikes. The low silencer on bike 23 wasn't so accommodating **6.** The brains behind the winning S.A. Motorcycles/BC Performance team, head technician and chief race strategist Kirsty Byles



# race report

IMS Adelaide 3-Hour Endurance



airflow through the radiator, both bikes were hastily stripped of all parts that restricted airflow and water flow through the radiator in time for the race.

The lesson was learned too late for bike 24, as continued overheating problems in the race indicated that the boilover in warm-up had caused further issues. Chas was forced to retire rather than do further damage – a disappointing result considering Chas had got the MV up as high as third position, despite having to nurse it.

Big thanks to the event organisers, Phoenix MCC, who allowed Youngy and Chas to each ride a stint on the team 23 bike alongside Steve and

Anthony. But it quickly seemed they had brought their bad luck with them to team 23.

Steadily moving up from a starting position of 13th to seventh position, disaster hit just as Youngy was about to take over from Steve. The refuelling jug got stuck in the tank, and efforts to extract it ended in the standard fuel cap snapping off at the hinge, a situation which then required the cap having to be swapped from the retired team 24 bike. The best part of three laps was lost, and the team slipped back to 14th.

Youngy clawed the team back up to eighth by the end of his stint, but then two positions

were lost during the final pit stop. Chas hit the track on a mission, clocking the team's fastest lap of the race while chasing the teams ahead. But the gap was too big, and Chas brought the MV home in 10th.

Looking back, the potential of a podium or even a victory for the MV F3 800 was real, but endurance racing is full of other realities, ones which only preparation, experience, and planning can overcome.

The crew at MV Agusta Australia deserve a lot of credit for having a genuine passion for racing, and for organising their Adelaide 3 Hour assault at such short notice.

Thankfully, it won't be the last

we hear of MV Agusta racing domestically, with selected ASBK rounds being targeted in 2016, and the view to contest the motoSBK series in 2016-17.

The Adelaide 3 Hour is a fantastic event with an intoxicatingly addictive atmosphere, and has been gaining momentum each year. It now has the biggest prize money for any single road race in Australia, and by a big margin this year attracted the largest number of A grade riders for a modern domestic road race in Australia.

With 2015 such a success, and even more prize money on offer next year, it promises to be even bigger. Get planning!



**IMS**  
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7



8



9



10



11



**1.** Steve Martin cools down "doggy style" after his marathon two endurance races in two days **2.** MV Agusta's reserve rider, Mini Stigg, checks the F3 has enough throttle freeplay **3.** Proving two-time winners are the biggest grinners **4.** Daniel Falzon heads out for another frustrating stint, with electrical gremlins robbing him and teammate Liam Wilkinson of certain victory **5.** The angle grinder got a workout over the weekend, as the crew attempted to fast-track the F3's development as an endurance racer with whatever parts were on hand **6.** The ill-fated pit stop in which the quick-fill jug jammed in the fuel tank **7.** The MV Agusta team from left to right: Paul Young, Chas Hern, Lillish "Snoop" Ross, Steve Martin, Gino Nicolo, Anthony Nicolo, Joshua Pilley, Marty Redshaw and Peter Hern (the hardest working man on the team). Not pictured is our tyre change man Richard Linminton **8.** Youngy does his bit for Team 23 **9.** Josh Waters was flying all weekend, and despite his recent UK residency was unfazed by the heat, as you would expect from a former Suzuki 8 Hour winner **10.** Davo Johnson made up for his casual jog in the Le Mans start by punching out consistently fast laps throughout the race **11.** By the time race-day came around, the team had force-fitted Hern and Youngy's F3 with stiffer front and rear springs designed for a GSX-R. With little pre-race preparation the stock-engined 801cc F3 still managed to qualify in fifth, up among the fastest of the 1000cc superbikes

#### Thanks

MV Agusta Australia, Pirelli Tyres, Motul Oils, Arrow Exhausts, SBS Brake Pads, Venhill Brake Lines, Underground Designs, Auldana Foundations, Chas Hern Racing and Phoenix MCC

# race report

YOUR FORTNIGHTLY FIX

## 49th Macau Motorcycle Grand Prix



### RACE RESULTS 2015 MACAU

|                   |         |            |
|-------------------|---------|------------|
| 1 Peter Hickman   | GBR BMW | 29m22.021s |
| 2 Martin Jessopp  | GBR BMW | +6.267     |
| 3 Michael Rutter  | GBR BMW | +15.600    |
| 4 John McGuinness | GBR HON | +17.711    |
| 5 Gary Johnson    | GBR BMW | +18.807    |
| 6 Ian Hutchinson  | GBR KAW | +19.279    |
| 7 Conor Cummins   | IOM HON | +19.990    |
| 8 Horst Saiger    | AUT KAW | +28.280    |
| 9 Lee Johnston    | NIR BMW | +49.604    |
| 10 David Johnson  | AUS BMW | +53.864    |

# Pure pandemonium

Mad men take to the world's maddest racetrack and a new legend emerges

■ REPORT HAMISH COOPER ■ PHOTOGRAPHY STEPHEN DAVISON

**E**very year Macau throws up a little piece of motorcycle magic in its tiny, casino-fuelled enclave on the edge of the Chinese mainland.

Last year 27-year-old Peter Hickman made his debut on this tough street circuit (think motorcycles racing at the Monaco Formula One GP) but crashed out before the main event, totalling his BMW. This year he won the 49th edition of the Suncity Group Macau Motorcycle Grand Prix as well as giving BMW its maiden victory at the event.

Experts say a rider needs at least three years to get their head around this unique circuit. Obviously Hickman

never listened to them. He rode a clever race to defeat Martin Jessopp, who had dominated final qualifying and then led for most of the race.

Third was veteran Michael Rutter, who showed at age 43 that "real roads riders" never have to retire. Fourth was another 43-year-old roadracer, TT legend John McGuinness (Honda Racing Fireblade), whose ballsy overtaking move on the last lap put a freight train of younger riders back in their box.

It was a huge day for BMW's S1000RR Superbike, which swept the podium. Six of the top 10 finishers were on BMWs and the winner's enclosure was a sea of Motorrad team shirts.

Thirty-one riders were

entered from 11 countries for 12 laps of the 6.12km circuit.

Hickman, who switches to Kawasaki for the 2016 British Superbike Championship, established his status as one of the new breed of racers who is equally comfortable racing on roads or circuits.

"I've not been doing the road racing scene for very long, but my British Superbike championships have been pretty strong the last couple of years," he said. "It's fantastic to be able to transfer between the two."

Before Macau, Hickman's first international "open road" win was a Superbike race at the daunting Ulster GP in August. Those long, undulating country lanes in Ireland are a world

away from the Armco, rock and concrete walls, blind sweepers and first-gear hairpins of Macau, a former Portuguese trading port.

All eyes were on Jessopp and his Riders Motorcycles BMW at the start of the race. He had been in a class of his own, setting pole with a series of consistently fast laps in final qualifying. The British rider was less than a second off Stuart Easton's lap record of 2min 23.616sec set in 2010, and qualified an amazing 1.137 seconds ahead of second-fastest and multiple Macau winner Michael Rutter (Penz13.com BMW).

The final 15 minutes of qualifying had been edge-of-the-seat viewing as Rutter,

**Main.** The track is a mere seven metres wide at the infamous Melco hairpin **1** Brit rider Ivan Lintin gets up close and personal with the Armc **2** Michael Rutter was gunning for his ninth Macau win **3 & 4** David "Davo" Johnson battled through clutch problems to make the top 10 **5** Last year's winner Stuart Easton was back on a bike at Macau for the first time since his huge crash in July **6** McGuinness just missed the podium **7** In a city famed for its gambling, Hickman was the outside bet **8** Macau is a unique event

RACE REPORT SPONSORED BY  
 YAMAHA

## Rider comments

MARTIN JESSOPP PUT his perspective on Macau after setting pole: "I think it's the most dangerous race in the world - more so than the TT - so you've got to have respect for it," said the man who has had three Macau podiums.

The final qualifying session was red-flagged when Brit rider Tom McHale crashed at the circuit's fastest corner, Mandarin Oriental Bend, located just before the main straight. He was lucky to escape with broken bones.

Stuart Easton was riding a Yamaha R1 for the first time. "There isn't a lot that prepares you for Macau because it's a lot different from other circuits," he said. Easton qualified ninth and briefly ran as high as third but his bike stopped with an electrical issue on lap four.

Five of the top 10 qualifiers were on BMWs S1000RR, including the top three. At the end of racing BMWs swept the podium, filling six of the top 10 places. BMW engines also powered two Bimotas entered in the event.

## Macau moments

**1967** Long-time Yamaha factory rider Hiroshi Hasegawa wins the first event on an RD56, 250cc, two-stroke GP racer

**1977** Mick Grant wins on a KR750 Kawasaki, the year Mike Trimby (now IRTA secretary) starts his 34-year involvement of bringing big-name riders to the event.

**1988** GP racer Kevin Schwantz becomes the most famous winner. He says later: "How did Suzuki ever even think about letting me go do that?"

**2002** Michael Rutter starts a series of four back-to-back wins.

**2013** Ian Hutchinson claims an emotional win from pole position after 30 operations and 18 months recuperation from racetrack injuries.



teammate Gary Johnson, Hickman (Briggs Equipment BMW) and Ian Hutchinson (Paul Bird Motorsport Kawasaki) traded fastest lap times. In the end the top-five qualifying order behind Jessopp was Rutter, Hickman, Hutchinson and McGuinness.

But clever punters in this city of gamblers should have had their eye on Hickman, who had gained three seconds between practice and qualifying to claim third on the grid.

Rutter had the best of the massed race start, leading into the sweeping first corner, but Jessopp soon took over and established a 2-second buffer that had him looking like a sure bet for victory.

As the race wore on the

focus changed from Jessopp and Hickman back to a mini-freight train battling for the final podium place.

At one point it consisted of seven riders as Aussie David "Davo" Johnson (Ice Valley by Motorsave Trade BMW) hung on to the rear for a few laps after a lightning run through from 13th on the grid.

But his standard-spec BMW engine and Davo's lack of track time earlier in the meeting saw him slowly fall back.

Rutter, the master of smooth and calculated real roads racing, was having his own troubles. An orange light flashing on his dashboard indicated that his traction control was disabled.

"It took me a few laps to get used to it," he said later.



## 49th Macau Motorcycle Grand Prix Macau, Malaysia

This allowed Gary Johnson, Hutchinson, McGuinness and his Honda teammate Conor Cummins to gang up on Rutter. This fascinating race within a race saw riders trading places every other lap. Meanwhile, Hickman was slowly reeling in Jessopp, setting the fastest lap of the race (2min 24.940 av speed 152.01km/h).

"I thought, I just need to be clean, don't make any mistakes and be as fast as I can," said Hickman later. "As soon as I had a chance, I was close enough at Lisboa (one of the few overtaking places for hard and late brakers) and I passed him straight away."

Jessopp had no answer, possibly because he had chosen a softer tyre than his rival to set a blistering early pace. Hickman calmly stretched out his lead to win by over six seconds.

Back in the freight train, the pace was hotting up as the laps wound down. At various times the battle for third on the podium looked certain to go to Hutchinson, then Gary Johnson. Even McGuinness staked his claim. But Rutter prevailed just ahead of Gary Johnson and then McGuinness pulled out one of the moves that have made him a roadracing legend. He simply but surely rode a wide line around Johnson to snatch fourth on the last lap.

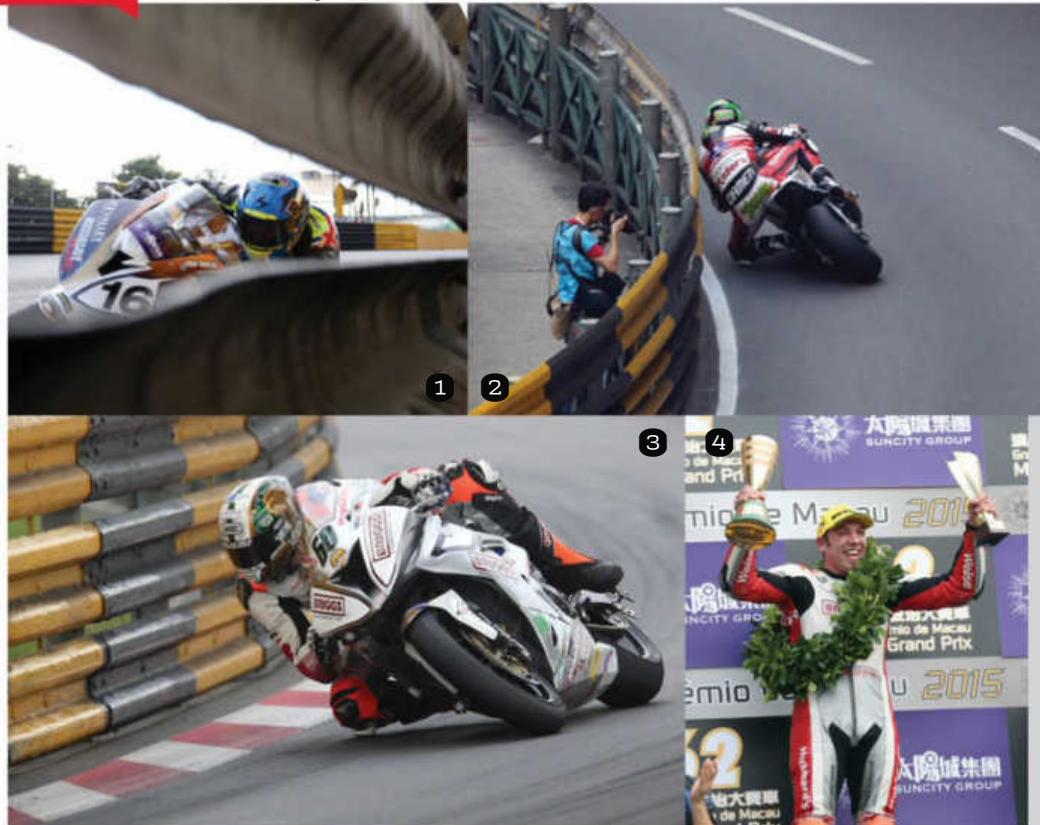
Sixth was Hutchinson, ahead of Cummins. Austrian Horst Saiger, a TT and Macau regular, was seventh on his Kawasaki with Lee Johnston (BMW) ninth and "Davo" Johnson 10th after riding most of the last lap jammed in fifth gear.

Jessopp made no excuses for his unexpected defeat.

"I've never led a race like this for so long and there's a lot of pressure when you have to do your own thing," he said with refreshing honesty. "It didn't quite work but I'll move on."

Expect more mayhem in 2016.

**1** Plenty of dings in the armco around the track - it's also the venue for car racing **2** Never mind getting your elbow down at the Guia Circuit - get your helmet to the metal instead **3 & 4** Hickman ran down Jessopp to take a thrilling win



## David "Davo" Johnson's diary

**QUALIFYING** ON THE fifth row of the grid (of 10 rows) certainly wasn't where I'd planned to be. I came into this meeting hopeful of a top five result but you can't take anything for granted at Macau, even with a brand-new BMW.

I'd missed two major sessions in practice/qualifying due to a persistent problem with a freak'n gearbox issue so I only qualified 13th. We found out the return spring had bent so I couldn't select any gears. This sucks as it was a brand-new bike before Macau and had only done a few kays being run in on the dyno.

So sitting on the grid I had my helmet on early and was pumping myself up for a "top 10 or bust" effort. The massed start on this closed-in road circuit means you get more pre-race nerves here than even at the TT.

A great start and some "round the outside" late braking got me into eighth place pretty quickly, but I didn't have the pace and track practice time to stay with the five riders ahead of me. They were all battling for the last place on the podium. The one-second

gap from me to them started to get larger as the laps wound on.

None the less I was feeling pretty freak'n happy and even when Horst Saiger passed me I was still on track for a top 10 finish. You have to set realistic goals here. It may only be a 12-lap race but the unique challenges of this track plus, the heat and humidity, quickly take it out of you physically and mentally.

I could hear Lee Johnston's BMW behind me all the time but I had him covered and coming up to the last lap board I was 2.7 seconds ahead with Dan Cooper (Honda Fireblade) about 3 seconds behind him.

Two turns into the last lap I went to change up into sixth gear and the freak'n gear lever fell off (the mounting bolt broke on the thread). So there I was stuck in fifth with the climb up and down the tightest part of the circuit ahead of me.

The only way to keep the BMW on the boil for the second gear corners was to run in hard, brake late and fan the clutch like I used to do on my Honda RS125 in the

early days of my racing career.

I ran in freak'n hot to the second-gear San Francisco Hill corner, maybe around 160km/h, but Lee Johnston slipped past me. Later he told me he was actually scared for me when he saw how close I was to the wall.

So I was back to 10th but then I could hear Dan Cooper coming and my burnt-out clutch was starting to smell real bad.

No worries, though. I held him off. Freak'n hell, if I'd lost that 10th place I would have thrown the bike through the wall.

I love Macau but in the four years I've competed here small issues have got in my way. You can't afford to miss one track session here. It really puts you behind the eight ball. But no worries. Next year my luck will change and I be battling for the podium.

Well, that's the end of a full season of UK/Europe/Isle of Man racing for all of us out here in Macau. It's now a complete end-of-season party and a lot of us are going to get pretty loose tonight.

See you back in Oz.

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Marc Márquez finding the limit  
on his new Michelin

## Michelin enters MotoGP

The most important test since the introduction of the four-strokes in 2002?

■ WORDS NEIL SPALDING PHOTOGRAPHY GOLD & GOOSE

**THE RACE FOR** the 2016 title starts now. The factory that can develop the most effective response to the new control tyres and control software starts 2016 with a massive advantage. For the factory bikes there will be more fuel and more engines per year as well.

So we suddenly have more power and more revs at the same time as we get control tyres we don't yet fully understand and less-effective software. It's a challenging mix, and it affects every aspect of the bikes. We haven't had this much change all at one time since the four-strokes arrived back in 2002.

Control tyres are important

– the factories are going to have to redesign their bikes to get the best out of them. Tyre design affects every aspect of the bikes' weight and weight distribution, engine configuration and position, suspension set-up and settings, the rider's seating position, and chassis geometry/flex characteristics, and all of the current MotoGP bikes are designed to work on Bridgestone's finest.

Then there is the software. We have had control ECUs for the last few years, but now everyone will use the same software version. The software controls the way the bike moves, and therefore affects all of the above points. Finally,

the factories get two more engines a year and the fuel to use them "properly".

Current MotoGP bike design is based on the needs of the Bridgestones that have been the control tyres since the start of the 2009 season. For the last year Michelin has been testing with chassis set up for the outgoing Bridgestones; it was the factories' way of trying to get Michelin to build tyres at least similar to the current Bridgestones. But the plan failed. Michelin has a design characteristic that is unique, and the company is not capable of making tyres in someone else's way. So what we have are Michelin, and

bikes carefully designed and developed for the firm carcase Bridgestones.

There is, however, a logical process to the redesign of the Michelin. First, the factories have to get some sort of static weight balance. This should be able to be done using the existing chassis. Then the centre of gravity height needs to be set, along with all the suspension settings that will help to control its pitching movements. It is possible that to get this right the engine might have to be redesigned with a different gearbox output shaft position or V angle. The critical point to get to is to have all the weight in the right place, and exactly the



## The tyres

**MICHELIN'S SOFT AND grippy** rear will make initial acceleration easier, but the far trickier front will extend braking distances and make corner entry braking a more 'upright' action - the days of braking to the apex are definitely over. Having a grippy rear tyre will mean different braking strategies too, if the bike can be held with the rear tyre on the ground the rear wheel can do more of the work of stopping the bike; the trick will be to do that without upsetting the suspension.

Yamaha, Suzuki and the latest Ducati have backward rolling cranks to help corner entry and to hold the front of the bike down on acceleration. Typically these bikes have very heavy crankshafts to help smooth out their throttle response. Unfortunately for the new Michelin braking strategies, those same heavy crankshafts want to keep spinning when they try to stop the bike so there is little engine braking. This is why the Ducati has a butterfly flap in the rear exhaust to create



Expect plenty of tyre trial and error in 2016

back pressure and therefore variable engine braking. With the new tyres we can expect the other reverse rotating crank bikes to get butterfly valves in their exhausts too, or anything that will let them generate additional braking at the rear.

The Hondas, however, have a simpler engine and use a forward rotating "conventional" light crank and very advanced electronics to control the throttle. A light crankshaft

loses revs very quickly once the throttle is shut so there is engine braking – sometimes too much.

It was noticeable that Honda had cleared away a lot of the carbon fibre that normally shrouds its slipper clutch, as if additional cooling was going to be required. Just maybe Honda is going for more engine braking via the slipper clutch, and the more engine braking you generate through a slipper clutch the hotter things get.

right spring, preload, linkage, top out spring, damping and swingarm pivot setting to control the bike's desire to pitch forward under braking and backwards under acceleration. It is these competing forces that place the tyre under the correct pressure to achieve optimal grip. Too much pressure on the tyre, at any point in the corner, and the tyre slides; too little and it spins.

Once the basics are in place the factories will be looking for chassis characteristics to suit the tyres at high angles of lean. If the tyre carcass is notably stiff, like the old Bridgestone's, then the chassis must flex more so that the overall stiffness of bike and tyre carcass is in the right area. This isn't a precise science, and getting it wrong can make life very difficult.

For 2016 Michelin will also be looking to improve their tyres, so the motorcycle manufacturers won't have an easy time trying to redesign their bike for what will be a moving target.

## The software package



**WE'VE HAD THE** control ECU for two years, and we were supposed to be having control sensors and inertial platforms now. That has somehow been lost in the negotiations; now all the sensors must be homologated, and made available to other factories if requested. There may be an additional unit placed between

the Inertial platform and the ECU to ensure the feed is accurate, and this may allow some teams to make their inertial platform feed more accurate.

New software takes time to understand. Its effectiveness will depend very much on the recommendations and support offered by the Honda, Yamaha and Ducati software engineers.

## More engines and more fuel

**DUCATI HAS HAD** the speed this year – it had 22 litres of fuel per race and up to 12 engines. Honda, meanwhile, with only 20 litres and five engines, had problems making its more powerful engine user friendly. But 2016 will be different – everyone has the 22 litres of fuel and seven engines. That means Ducati will no longer have the power advantage it enjoyed this year, and it will be easier for Yamaha and Honda to build smooth power delivery into their new designs.

But if Yamaha and Honda decide to make a load more power – which would be easy – they will have to find a way to use it. Ducati's use of wings this year is an attempt to find a way to use some of the "spare" power so that the bikes have the downforce to create grip. A rule change to increase the safety of those riding near a winged bike also arrived as the season ended; next year all the wing parts must have corner radii of at least 2.5mm, so the winglets on the edge will look a little thicker.



## Stoner in red again

Ducati hero Casey Stoner will be back in red in 2016, announcing a return to the Bologna-based Ducati factory MotoGP team

**STONER'S ROLE WILL** be official test rider and brand ambassador for Ducati – he remains committed to his retirement from MotoGP.

An appearance at World Ducati Week, scheduled for 1-3 July, is part of Stoner's Ducati deal that will also encompass a selected number of MotoGP tests.

"Ducati fans have Casey in their hearts as a hero so this is a special gift to our customers and fans," said Ducati sporting director Paolo Ciabatti. "But Casey has made it very clear that he doesn't like the idea of racing full time and the tension of the paddock. No one should count on Casey being a full-time rider."

The 30-year-old has not been entered for the 2016 MotoGP championship and there is no provision in the rules for Ducati to run a third factory bike alongside current riders Andrea Dovizioso and Andrea Iannone.

In a stunning debut season with the red team in 2007, Stoner won Ducati's only MotoGP world championship when he tamed the brutal track manners of the Desmosedici. Ducati has not won a MotoGP race since Stoner's victory in the Australian GP five years ago in October 2010, the last of his 23 wins with the team.

Stoner's defection to Ducati signals the end of a five-year association with the factory HRC Honda team that included his second world title in 2011 aboard an RC213V.

"It's been a great journey with HRC and winning the world championship in 2011 was obviously a high point," said Stoner who retired from MotoGP at the end of 2012. "I have so many great memories working with Ducati, it was a big part of my career so to start another chapter with this iconic brand is something very special. Gigi Dall'Igna

has brought with him a new approach and I'm looking forward to assisting the team, Andrea Dovizioso and Andrea Iannone however I can."

The linking of Stoner's sublime talent and stunning speed with engineering guru Dall'Igna could be Ducati's secret weapon to accelerate bike development. Since joining Ducati Dall'Igna has transformed the team with an all-new Desmosedici for 2015, and he is intensely motivated to win the MotoGP title and end a long losing streak.

Although there is no mention of wildcard races for Stoner the lure of a one-off return remains a tantalising prospect now that Ducati has Stoner back on their books.

"We know Casey would have been happy to replace Dani Pedrosa for a race when he was injured earlier this year so who knows? But so far no plans," Ciabatti said.

**COLIN YOUNG**

### Why not Honda?

Casey Stoner and Honda was a marriage made in heaven, or so it seemed, especially after Stoner won the 2011 MotoGP championship in his first season with the Japanese powerhouse. And when Stoner made his shock early retirement at the end of 2012, famously rejecting a \$16 million offer, he continued his links as an occasional HRC test rider.

But there was a cooling of the relationship in April this year when Stoner's offer to stand in for an injured Dani Pedrosa at the Texas GP was rejected by Honda.

"No one was more surprised than me. I was ready to race and the fact that I was turned down was something very alien to me," Stoner said of that decision.

And Stoner's one-off ride with HRC at the Suzuka 8 Hour in July ended with a frightening crash when the throttle stuck open on his Honda Fireblade.

It is no secret Stoner enjoys his outings and technical contribution as a factory test rider, and Ducati's program is clearly an attractive option for him in post retirement.

Stoner at the 2008 Australian GP on his way to his second of six consecutive victories at the Island



Stoner:  
the numbers

#### **MotoGP**

Ducati (2007-2010)

Wins: 23

Championship: 2007

(10 race wins)

Honda (2006 & 2011-2012)

Wins: 15

Championship: 2011

(10 race wins)

Total MotoGP starts: 115

MotoGP wins: 38

At the awards ceremony the Aussies climbed to the top step before leaving in protest - now the trophy is theirs



## ISDE

# It's never too late to celebrate

Despite the perfidy of the FIM, the ISDE World Trophy is Australia bound

**NINE ANXIOUS WEEKS** after the Australian World Trophy Team mounted the top step of the ISDE podium in Košice then turned their backs on proceedings, justice has finally triumphed. Australia has been confirmed as winner of the 2015 ISDE.

Forget the rousing cheers for the Aussies, forgive the raspberries for the French and the punch up in the pub; objectivity carried the day when the judge appointed by the International Disciplinary Court, the Czech Republic's Jan Stovicek, rejected the appeal by the French. Mr Stovicek has yet to detail the reasons for his verdict, however, let's recap the facts.

A group of eight riders, including three members of the French Team failed to have their time cards clipped at an obligatory route control. Over 500 fellow competitors followed

the correct route – which is the entire purpose of enduro/cross country racing. The ISDE Officials investigated the situation, heard all the evidence, double-checked the regulations and made the decision to exclude the eight offending riders.

The French team managers protested and the ISDE Officials were overruled by the FIM. The excluded riders were provisionally reinstated, though their results were not published until the final morning, when they were awarded first place for the first time in the entire event. Of course, all the indecision and acrimony could have easily been avoided had the French followed the FIM President Vito Ippolito's advice "to respect the rules and accept the decisions of the officials".

Or the Australians should have

been announced as provisional winners while the French appeal was being adjudicated. Hence all the bad vibes, with the FIM playing perfidious polemics to make it appear the Australian Team were the protestors.

Why? Who knows. However, 2015 marks the first time in the hundred-plus years of the history of the ISDE the esteemed World Trophy has travelled overseas. And it's not alone as, for the very first time, all four of the ISDE Trophies – the World Trophy, the Junior Trophy, the Women's Trophy and the Watling Cup – have been won by a single nation.

Australian Team Manager Don Atkins has found his faith in the FIM regulations and sense of fair play, and team leader Daniel Milner agreed: "I'm stoked that the FIM finally made the right decision to stick to the rule book".

However, no one could have been happier than veteran Glenn Kearney. Called up at the eleventh hour to replace Josh Green who was held up in the USA with visa problems, Kearney anchored the team for what will undoubtedly be his final ISDE campaign. "It was my 10th ISDE and, whilst I've been on the podium before, I believed that this year I was part of a winning team. Then came the French fiasco. Now no one could possibly be more elated than I am."

**PETER WHITAKER**

## FINAL RESULTS 2015 ISDE WORLD TROPHY

| Place | Country        | Points    |
|-------|----------------|-----------|
| 1.    | AUSTRALIA      | 21.09.31  |
| 2.    | ITALY          | +18.21    |
| 3.    | FINLAND        | +39.42    |
| 4.    | GERMANY        | +52.16    |
| 5.    | CZECH REPUBLIC | +53.49    |
| 23.   | FRANCE         | +18.33.29 |

## Chucky rocks Wildwood

**DANIEL "CHUCKY" SANDERS** has won Australia's most technical off-road event, the Wildwood Rock Extreme Enduro aboard his Factory KTM 300EXC.

Despite the late withdrawal of English contender Graham Jarvis, his countryman Ben Hemingway looked threatening as he wrested the lead from Sanders on lap two. But after the early challenge, it was all Chucky, with the 21-year-old ISDE E3 Championship winner storming to victory in the Pro class almost 5 minutes ahead of KTM Off-Road Race teammate Matt Phillips. Former winner Mitch Harper finished third on his Husqvarna TE300, just two minutes behind Phillips. Ben Hemingway (UK Factory Beta) and Broc Grabham (FE350) rounded out the top five.

Chucky Sanders negotiates one of the many obstacles on the Wildwood course...



Mad Dog Images

## Supercross Round 4, Gold Coast



**RACING RETURNED TO** Jimboomba last weekend for the highly anticipated main event battle between Matt Moss (Team Motul Suzuki) and Dan Reardon (CDR Yamaha). The event lived up to the hype, with the two riders clashing throughout the night on

the technical Gold Coast track. In the final Reardon found the front, before Moss made an early pass, only for the two to swap positions the next corner. A cutthroat pass attempt by Moss then saw him hit the deck on lap two, and Reardon pulled away for the win. Moss



SX2 winner Lewis Woods

fought through the pack to get into second ahead of Reardon's teammate Kade Mosig.

In the lites class American Jimmy Decotis (Penrite Honda) was three from three heading into Round 4 with a field of locals on the chase. It was KTM privateer

Dylan Wills (KTM Newcastle) with the holeshot before fellow KTM rider Lewis Woods (Davey Motorsports KTM) took the lead with Decotis in fifth. Woods rode the race of a lifetime, staying smooth and consistent as Decotis picked through the field to start the final lap only a few bike lengths behind Woods. With the crowd on the edge of their seats, Woods kept his cool and lit the candles ahead of Decotis, with Luke Arbon (SD3 Husqvarna) finishing third.

The night was not without controversy with the first corner turn crossing a returning lane, and causing fiery scene at the riders' safety briefing. Lites contender Luke Clout then went down in the first corner of the main event but the race was not red flagged. He returned to the action, cutting two lanes to do so before crashing out again later in the race.

Joey Ringwood sliding to victory in the 500 Long Track



## Long track battle at Bathurst

**THERE IS NO** definition of "long track" racing in the Manual of Motorcycle Sport, but in Australia it is historically regarded as racing on big showground tracks of around 800 metres, many of them currently or in the past used for harness racing.

On Saturday 14 November the Panorama Motorcycle Club celebrated the 20th anniversary of its first ever promotion at the Bathurst Showground with the 2015 Australian Long Track Masters, once again being well supported by local businesses.

The venue is acknowledged as the premier long track venue in Australia and competitors responded in massive numbers with six heats needed for both the Pro 450 and Pro Open classes, while sliders and track sidecars were also there in lesser numbers.

Even a lengthy delay after mid-afternoon rain could not dampen proceedings with the track in prime condition by the time of the finals.

Jarred Brook was the standout performer, winning the finals of the Pro 250, Pro 450 and Pro Open classes, the latter after stalking Michael Kirkness until the final corner in a thrilling two-bike war, with Ben Grabham third.

It is taken for granted that

Bathurst meetings will feature members of the Grabham clan. Besides Ben, dad Jeff and brother Damien also took home trophies.

Joey Ringwood edged out Jason Stewart in the sliders, while Darrin Treloar/Glenn Cox were top in the track sidecars, while other class winners included Corey Banks/Tom Banks, Michael Kirkness, Damien Grabham, Ryan Edwards, David Standing and juniors Matthew Gilmore and Josh Dominello.

A welcome innovation for this year's meeting was a Shoot-Out which saw the fastest three sliders, three sidecars and six MX frames go against the clock.

Teenager Ben Cook (105.988km/h) outpaced those on MX frames, Darrin Treloar/Glenn Cox (112.716km/h) had the quickest sidecar, only bettered by sliders Jason Stewart (114.308kmh) and Joey Ringwood (113.012 km/h).

But the icing on the cake for fans was the appearance of Chris Watson, looking and riding nothing like a 50-year-old should. They put a transponder on his bike and he went 114.846 km/h on a flying lap.

Lock in Saturday 12 November next year for a trip to Bathurst.

PETER BAKER

## Upcoming speedway

**OVER TWO SATURDAYS**, 5 and 12 December, the State Speedway Solo Championship will take place across all five mainland states. As well as the prestige connected to the events themselves, the results can also have two other significant impacts.

First, results can help riders gain a berth in the line-up for the Australian Championship early in the New Year. Second, a top four placing is crucial for any riders seeking a work permit to ride in the UK next year (except for those who rode over there in 2015).

On 5 December Queenslanders do battle at Rockhampton and Victorians fight it out at Mildura. The following week, 12 December, sees the South Australian Championship at Gillman, while the New South Wales Championship breaks new ground by being staged at the (indoor) AELEC Arena at Tamworth.

Western Australia, meanwhile, decides its state championship over two rounds – at Collie (5 December) and Pinjar Park (12 December)

PB

## Darcy benefit

**A CROWD OF** around 2000 people were at the Gillman Speedway on 7 November for the Darcy Ward Benefit Meeting.

A stellar line-up of both solos and sidecars entertained the crowd, as around \$40,000 was raised for Ward's treatment fund.

Chris Holder won the solo final ahead of Troy Batchelor and German Kai Huckenbeck after Justin Sedgmen was excluded.

Australian Sidecar champions Justin Plaisted/Sam Harrison won

the final from Mick Headland/Jesse Headland, Trent Headland/Darryl Whetstone and Mark Mitchell/Dale Knights.

Meanwhile, Darcy Ward remains in an English hospital, paralysed from the chest down. He has limited movement in his arms but is improving and can operate a wheelchair.

Donations can still be made to his treatment fund by visiting: <https://pledgie.com/campaigns/30061>.

PB



Darcy's mates have rallied in support of the injured rider



## HMRAV Southern Classic 2015

### THIS YEAR'S SOUTHERN

Classic was run in near perfect conditions with some brilliant racing in all classes. Record attendances, both on the hills and on the track, saw the evergreen 85-year-old former IOM racer Ken Lucas put on a very impressive display, racing in three different classes on his 1962 Manx Norton 250, his very fast 1928 IOM Douglas 690, and his 1955 G45 Matchless.

Jed Metcher completed yet another clean sweep of the points table on the weekend, riding the potent 1982 T-Rex Harris 1100 Honda in the Unlimited Forgotten Era class and breaking his own old track record with a flawless 58.110 seconds. Lachlan Hill on the 1979 Ron Angel 256 Rotex also



Jed Metcher pilots the T-Rex to victory

set a new lap record in the 250 Post Classic/Forgotten Era class recording a very respectable 1'08.011.

Other flyers for the weekend were an unbeatable Colin Heather on his 1987

RSXL500R Honda, Simon Cook on his 1172cc 1972 CB Honda, Bob Rosenthal nursing broken ribs from the Historic Nationals at Mallala on his 1962 G50 Matchless and Garth Francis on both

his Norton 1962 Atlas solo and on his outfit teamed up with Paul Kenny. Robert and Lloyd Todd also put on their very impressive slide-ways show on their sweet little 1954 Triumph 6T 650 outfit and Mick Alton and Noel Beare took out the F2 sidecar category on their 2006 Shellborne 600 Honda.

Major sponsor Shannon's Insurance were there to assist in the presentation of the trophies as was Lindsay Urquhart to present the trophy for the esteemed Lindsay Urquhart Post Classic Sidecar Handicap, won for the first time by an Urquhart built-outfit – the 1970 Urquhart 836 Honda of Tim Loone and David Betteridge.

**COLIN ROSEWARNE**



Collinrosewarne photography



## Britten races again and wins

FOR THE FIRST time in 17 years, Andrew Stroud has raced a Britten V1000 – and the return was a victorious one. Stroud came home first on Jim Hunter's multiple-Daytona Pro-Twins winner in the Next Gen Superbike race at the Barber Museum's Vintage Festival.

"On the spur of the moment we decided to enter the Next Gen Superbike race," Stroud later revealed. The Barber event was a celebration of John Britten's life and Stroud only intended to

demonstrate the Britten.

"We were a bit apprehensive as it's been 17 years since I tried to ride one at any kind of racing speed," he said. "The huge crowd certainly appreciated us being out in a race. To top it off we went on to win by less than a bike length over last year's champ on a Ducati."

"It was a great birthday present for Jim Hunter, who owns the Britten."

Eight of the 10 production Britten V1000s were on display with five on the track in demonstration runs.



Superior speed and style on the V1000

**ASC**

Current ASC Champion Wayne Maxwell is eyeing back-to-back championships



Troy Herfoss is on the hunt for his first ASC crown

## Epic clash looms at ASC finale

### SYDNEY MOTORSPORT

PARK will play host to the decider for the Swann Insurance Australasian Superbike and Supersport titles from 4-6 December.

Troy Herfoss (MotoLogic Team Honda) and reigning Champion Wayne Maxwell (YMI Yamaha Racing Team) are now on equal footing in the litre class, and it couldn't have happened at a better time.

Harsh words were exchanged by the pair during at the last round where Maxwell levelled the scorecard by qualifying first and winning all three races. With the gloves now off, Maxwell is hungry to seal a third consecutive national superbike championship with a different manufacturer, after winning the 2013 ASBK title on a Suzuki, and the 2014 ASC title on a Honda.

But let's not forget Glenn Allerton. Lying in wait on

Yamaha's widely acclaimed 2015 YZF-R1M, Allerton has looked fast all season, but has struggled to meet the pace of Troy Herfoss's razor-sharp Honda Fireblade.

Tyre wear has been an issue for Allerton but he now finds himself trailing the leading pair by just 24 points as they arrive at the fastest track on the calendar, and one that many believe will highlight the strengths of the R1M. If he can make the rubber last, he's a strong chance in the title race but he won't be getting any help from Maxwell.

And then there's Herfoss, a quality rider who has kept his title chances alive by capitalising on the tight and technical circuits that suit his nimble CBR1000RR SP Fireblade. Troy's a dedicated perfectionist, with a record of fighting hard to the bitter end.

With Rounds 1 and 3 already

held at this circuit, both the Factory Yamaha squad and Team Honda have proved that they are capable of running at the front. They now have the data from the whole season to draw upon, so it may come down to which rider wants it more on the day.

In the Supersport class, Callum Spriggs has made a late surge in the title chase and now trails the championship leader Brayden Elliott by just a single point. The ASC finale promises to be a sensational day of racing at the Sydney circuit. The event will also be Australia's first ever day and evening national superbike championship round. If you can't make it to SMSP, catch all the action from Friday to Sunday evening live via amcn.com.au, or tune into Fox Sport 3 between 5pm and 8pm for three hours of live action on raceday. MARC JONES

### ASC in 2016

**THE FINAL AND** deciding round of the Swann Insurance Australasian Superbike series at Sydney Motorsport Park on 4-6 December will see both the 2015 Australasian Superbike and Supersport champions crowned.

Dunlop has shown firm support of the series by signing up for another four years as the control tyre. The Supersport class will also move to slicks in 2016.

Series promoter Terry O'Neill recently confirmed the same two-day, day/evening format will return next year with the first and last rounds of the six-round series to be held at SMSP.

The 2016 series will once again visit Wakefield Park (NSW) Mallala Raceway (SA), Queensland Raceway (Queensland) as well as Winton Raceway (Victoria). These rounds will be bookended by the opening and closing rounds at Sydney.

The series kicks off on 11-12 March and concludes on 16-17 December.



Callum Spriggs and Michael Blair fighting it out at Winton

| SUPERBIKE STANDINGS |                |        |
|---------------------|----------------|--------|
| Place               | Rider          | Points |
| 1                   | WAYNE MAXWELL  | 316    |
| 2                   | TROY HERFOSS   | 316    |
| 3                   | GLENN ALLERTON | 292    |
| 4                   | CRU HALLIDAY   | 236    |
| 5                   | MIKE JONES     | 228    |

| SUPERSPORT STANDINGS |                |        |
|----------------------|----------------|--------|
| Place                | Rider          | Points |
| 1                    | BRAYDEN ELLIOT | 357    |
| 2                    | CALLUM SPRIGGS | 356    |
| 3                    | MICHAEL BLAIR  | 318    |
| 4                    | TROY GUENTHER  | 289    |
| 5                    | PAUL YOUNG     | 231    |



Glenn Allerton: still a title hope

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David Barker makes an impact in his first year on the superbike

## Interclub champs

■ REPORT PAM MACDONALD ■ PHOTOGRAPHY COLIN ROSEWARNE PHOTOGRAPHY

### MORE THAN 80 RIDERS

from the Sidecar Racing Club of Victoria, Preston MCC, Sandringham MCC, Newport-Braybrook MCC, Gippsland Centre, and the Harley Club of Victoria turned up to Broadford's State Motorcycle Complex on 15 November to battle out the season decider of the 2015 Interclub series Championship.

This grassroots Victorian motorcycle racing competition developed from humble beginnings in the 1970s and has since grown to action-packed five-round championship.

Throughout the series racers compete as individuals, and for their club in the Team Shield.

Spectators were treated to

some close and fast contests during the 18-race program, with several class titles decided on race-day. The Team Shield Trophy was won by the Sandringham Motorcycle Club at the previous round but that didn't stop its team riders from engaging in some fierce on-track action.

David Barker was a real standout in the Superbike A & B grade classes, coming away with the series win in his first year aboard a 1000cc machine. Steve Rubinic took the C grade title, in front of Anshumali Sharma in second with Greg Stevens finishing third. Seth Leverton sealed the victory in the Twin cylinder category.

There was great depth

of talent in the supersport category with two 600cc racers managing to lap the tight and technical circuit in the 59s. Brendan Wilson took the A & B grade wins in Formula 1B 600cc after an impressive season of racing. John Moloney came first in the C grade division and received a \$500 voucher from category sponsor Dean Oughtred of Dynoverks. Second and third placed Craig Lizars and Matt Jackson also received prizes of \$300 and \$200 Dynoverks vouchers for their efforts. Brendan Schmidt delighted the fans with some exciting overtaking moves downhill through the esses to win the Formula 2 pre-modern class (over 500cc) ahead of Jed

Wing in second who finished 14 points ahead of Paul Conway. Keith Braddock (Vic Wreckers) took the honours in Formulas 3 & 4 Clubsport Lite. Formula 400 Stock was dominated by Rodney Frake with an astounding 138-point lead over second places Malcolm Leigh. And the Super mono/ Supermoto category was won by Cori Bourne.

Peter Scott won the 125 GP class, while Robert Villano took the 300cc road-based class by just 16 points from Chris Gallagher. Sidecar Period 5 was won by Geoff Irwin and Eric Morrison; Justin and Melissa Foot finished just ahead of Ron Martin and Damien Edis to win the Modern Sidecar class.

Esther McRae  
on her FZR400



Mick Cooper and David Whitefield leading Declan and Noel Beare



Happy Team Shield champs,  
Sandringham MCC



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Where are they now?

**Ross Hannan** is the father of the superbike. Yep, thank him

## "12 months in hospital with shattered limbs"

**"I'M NO LONGER** working for money, but I always seem to have a lot to do," says former international road racer and Graeme Crosby sponsor Ross Hannan from his home near Port Stephens.

So, that covered, just what's the latest project for the 76-year-old? In fact, rebuilding the famed blue-grey Kawasaki Z1-R for next Easter's Broadford Bike Bonanza Superbike celebration, that's what.

Some history... Ross Hannan raced Hondas and Triumphs in the 1960s. He rode a Cotton 250 in the 1965 Manx GP and went full time on the Continental Circus in 1969, with a Yamaha 250 and a Manx Norton 500.

In June 1970 Hannan was the prime casualty when Isle of Man TT organisers experimented with a massed race start. He crashed on the first lap and was run over by riders. He spent 12 months in Nobles Hospital with shattered limbs and was left with a permanent limp.

His racing career over, Hannan immersed himself in a series of motorcycle shops near his boyhood stomping ground of Newtown. He was soon making aftermarket brake pads. In 1973 he built a hot-rod Honda CB750

using parts from Hideo "Pop" Yoshimura. It was the beginning of a partnership that at one stage saw Hannan mortgage his home to keep his Japanese friend in business.

Hannan reckons that particular bike was the world's first Honda Superbike, and Ron Toombs rode it in the Chesterfield Superbike Series. A Yoshimura-Honda CB500-Four followed, and then came three machines synonymous with Graeme Crosby: the Hannan-Kawasaki Superbikes.

The partnership began early in 1976 when Ross's brother Ralph, who was working and racing in New Zealand, suggested Crosby call at Ross's shop in Sydney and forewarned Ross that the 20-year-old Kiwi was worth sponsoring.

Ross hired Crosby to do engine conversions, but he had a more important project brewing – turning the wreck of his personal Z900 into a superbike to promote Yoshimura parts. Ralph Hannan moved back to Sydney and took charge.

Ralph had helped Australian international Terry Dennehy create a 500GP racer from a Honda CB450 twin in 1969 and then wrenched for New

Zealand's Ginger Molloy when he was second in the 1970 world 500 title on a Kawasaki H1R. His credentials were good.

The Hannan-Kawasaki was in fact Crosby's first regular ride in Australia. He debuted the new bike in June 1976 and the following month recorded its maiden race victory at Sandown.

The combination was an instant hit with fans. With Croz pulling wheelstands on a fire-breathing red and white "roadster" how could it miss? Pretty soon Crosby was challenging factory produced racebikes in the Unlimited class locally and the 1976-77 NZ Marlboro International Series.

While Crosby was winning superbike races here in 1977, Hannan had another brainstorm – to enter a Superbike in the Bol d'Or 24-Hours at Le Mans. He reasoned that a muscular, silhouette-style machine would stand out in a field of streamlined endurance bikes.

In just weeks Ralph Hannan built a new Z1000 Superbike, with lighting. Crosby, partnered by Tony Hatton, won over a legion of new fans in France.

Team Kawasaki Australia boss Neville Doyle gave the Hannans a Z1-R as the basis for a third

superbike, which Crosby rode in the 1977-78 NZ Series and the 1978 season in Australia.

"That was a really good bike," Ross Hannan says. "The Z1-R frame was far better than the Z1000. As a team we were continually learning and Graeme's results encouraged us to invest further. In 1978 at Bathurst that bike did 178mph and finished sixth in the Australian Unlimited GP."

Ross developed a business relationship with Pop Yoshimura's son-in-law Mamoru Moriwaki, who made Kawasaki tuning parts. Moriwaki built a Kawasaki superbike that Crosby and Hatton rode in the inaugural (1978) Suzuka 8 Hour Race. And if not for a fuel miscalculation they might have finished first instead of third.

In 1979 Moriwaki backed Crosby's entry in the World and British TT Formula One Championships. At Hannan's insistence, they took a superbike as well as prototype-framed TTF1 machines.

Today, Ross Hannan is active on social media and is still a great advocate for Aussie racers aiming to compete overseas. Ralph Hannan lives near Cairns.

**DON COX**



Ross in his racing days on the Cotton 250 at the 1965 Manx GP



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1951 – TODAY

Grid talk

■ INTERVIEW PETER WHITAKER



John Hamilton. Mad Dog Images

## Daniel Milner

After a challenging debut season in the USA the Australian enduro champion is hitting top form

**AT THE CLOSE** of 2014, despite the hangover of a broken ankle that possibly cost him the Australian Off Road Championship (AORC) and hand injuries that put him out of the International Six Day Enduro (ISDE), Daniel "Doogs" Milner was on a career high, having just signed up with the AmPro Yamaha Team to contest the Grand National Cross Country Championship (GNCC).

"I had the option of going to Europe or staying with Craig Dack Racing here in Oz, but the opportunity to race in the USA with off-road legend Randy Hawkins was a dream come true," says Milner. Hawkins was equally enthusiastic, stating Milner would be a contender to win the GNCC in his first year.

Yet after an encouraging top 10 finish early in the series, Milner faded from the results. "I'm diabetic and I was having

a lot of trouble with the GNCC race format. I was starting well and completing a lap or two, then running into problems. It was a struggle. We knew 2015 was going to be a learning year, and it definitely was. But once we sorted that out towards the end of the season it got a lot better."

So much better that, after a series of arduous days in the saddle, traversing the gnarly Carpathian Mountains in Slovakia, followed by a punishing motocross, Milner finished second outright in the ISDE, less than 44 seconds behind American Enduro Champion Ryan Sipes. Then, reunited with the CDR Yamaha Team in Tasmania, Milner backed up with his fourth consecutive win in the Australian Four Day Enduro (A4DE), a title he may not be able to defend in 2016 because of his commitments in the US.

"Even though our USA

campaign is all in the eastern states it's a full-on year with 14 rounds of the GNCC, and I've also got a contract for eight rounds of the Super Enduro; plus there's always the chance to pick up some prize money at some of the local hare scrambles. Next year I'll be relocating to Mooresville North Carolina to share digs with Josh Strang (fellow Aussie and GNCC competitor) so we can train together and maybe do some trail riding. Josh has been living in the USA for a long time now and has accumulated 14 career wins and has a GNCC title under his belt, so I'm sure I'll be able to pick up a few pointers. He sometimes hangs out with Jimmy Johnson, one of the NASCAR front-runners. If there's time it would be great to see a bit of stock car racing."

With such an intense schedule – racing almost every weekend from April through

November with just a short summer break mid-year – it seems there's little chance of Milner having time for that. "Some time I'd like to have a look at the desert racing out west on the other side of the Rockies, but for now I've got to get some solid GNCC results."

Milner may not be able to contest the 2016 A4DE but he's keen to defend Australia's World Trophy Team crown at the International Six Day – just prior to AMCN going to print, the news came through that Australia had officially been named victors, though when we spoke to Milner the decision hadn't yet been announced.

"One way or another I hope to be in Spain next October to grab the World Trophy." Milner's ISDE teammates will be keen to join him. And with any luck, his experience in the GNCC will help Australia to back-to-back titles.

**"We knew 2015 was going to be a learning year"**



Australian Motorcycle News road test photographs are posed for by skilled, professional riders under controlled circumstances. Attempting to imitate their actions may be dangerous. Australian Motorcycle News supports and endorses rider training and wearing protective riding gear. Young has even been seen donning a wetsuit lately, though that might just be an after-effect of his waterlogged tour of the NSW/Victoria High Country on the BMW GS Safari - 42mm in one day at Batemans Bay! No complaints, just a big smile.

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